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SUPREME COURT OF THE UNITED STATES.

No. ~~250.~~ ~~1865.~~ 72.

EDWARD HUNTER, MASTER AND CLAIMANT OF THE BRITISH STEAMSHIP CIRCASSIAN AND CARGO, APP'T,

vs.

THE UNITED STATES.

APPEAL FROM THE DISTRICT COURT OF THE UNITED STATES FOR THE SOUTHERN DISTRICT OF FLORIDA.

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District court of the United States, southern district of Florida, in admiralty.

THE UNITED STATES,
vs.
THE BRITISH STEAMSHIP CIRCASSIAN AND CARGO; Hunter, master and claimant. } Prize.

Be it remembered that on the nineteenth day of May, in the year of our Lord one thousand eight hundred and sixty-two, Thomas J. Boynton, esquire, attorney for the United States for said district, filed in the office of the clerk of said court his libel of information against the British steamship Circassian, her tackle, apparel, furniture and cargo, in a cause of prize, in the words and figures following, to wit:

In the district of the United States for the southern district of Florida, in admiralty.

THE UNITED STATES, *et als*,
vs.
THE STEAMER CIRCASSIAN AND CARGO. } Prize.

To the honorable William Marvin, judge of said court:

2 The libel of Thomas J. Boynton, attorney of the United States for the southern district of Florida, who libels for the United States and for all parties in interest against the steamship or vessel called the Circassian, her tackle, apparel, furniture and cargo, in a cause of prize, alleges:

That pursuant to instructions from the President of the United States, Earl English, of the United States navy, in and with the United States ship-of-war the Somerset, her officers and crew, did, on the fourth day of May, in the year of our Lord one thousand eight hundred and sixty-two, subdue, seize and capture on the high seas, as prize of war, the said ship or vessel called the Circassian, with a valuable cargo on board of the same; and that the said ship and cargo have been brought into the port and harbor of Key West, in the State of Florida, where the same now are, within the jurisdiction of this court; and that the said vessel and cargo are lawful prize of war, and subject to be condemned and forfeited to the United States as such.

Wherefore the said attorney prays that all persons having or claiming any interest in said vessel or cargo may by the proper process of this court, be duly notified of the allegations and prayer of this libel, and cited to appear and claim the same, that the nature,
3 amount and value of said cargo may be determined; and that on proper proofs being taken and heard, and all due proceedings being had, the said vessel, the Circassian, together with her tackle, apparel, furniture and cargo may, on the final hearing of this cause, by the definitive sentence and decree of this court, be condemned,

forfeited and sold as prize of war, and the proceeds distributed according to law.

THOS. J. BOYNTON,
U. S. Attorney, S. D. of Fl'a.

Whereupon the following order was made and entered in this cause, to wit:

AT CHAMBERS, *May 19th*, 1862.

Let monition and attachment issue, returnable May 26th, 1862.

WM. MARVIN, *Judge.*

Whereupon, pursuant to the foregoing order of court, an attachment was issued to the marshal for said district, directing him to attach, seize, and hold the said steamship Circassian, her tackle, apparel, furniture, and cargo, to abide the further order of this court; which attachment was afterwards by him returned, duly ex-
4 ecuted, and with the return thereon endorsed is on file in the clerk's office.

Also, on the same day, pursuant to said order, monition was issued to the said marshal directing him to cite and admonish all persons whomsoever, having, or pretending to have, any right, title, claim, or interest in or to the said vessel or cargo, to appear at an admiralty session of said court, to be held at the court-rooms of said court at Key West, in said district, on Monday the twenty-sixth day of May, A. D. 1862, at ten o'clock in the forenoon of that day, to show cause, if any they have, why forfeiture should not be decreed according to the prayer of said libellant, which monition was afterwards by him returned duly executed, and with the return thereon endorsed is on file in the clerk's office.

Afterwards, to wit, on the twenty-fourth day of said month, Edward Hunter, master of said steamship Circassian, by his proctor and advocate, W. C. Maloney, esquire, filed in the office of the clerk of said court his claim to said vessel and cargo, in the words and figures following, to wit:

United States district court, southern district of Florida.—In admiralty

5 THE UNITED STATES *et als.*
vs.
THE STEAMSHIP CIRCASSIAN AND CARGO. } Prize.

And now comes Edward Hunter and says that he is the master of the said steamship Circassian, and as such is the lawful bailee of the said ship, her tackle, apparel, machinery, and furniture, and of her cargo, and he claims the same for the respective owners thereof.

And he further says that Zacharias C. Pearson, a British subject, residing in England, is the true and bona fide owner of the said steamship, and that no other person is the owner thereof, as appears by the register of said ship, and as he is informed and believes.

And he further says that he is informed and believes that the cargo

of the said ship is owned by Leach, Harrison & Company, British merchants, having their house of trade in Liverpool, England, and by other persons residing in England and France, whose names are unknown to this deponent, and consists principally of wines, brandies, dry-goods, sardines, oils, coffee, and tea, and was taken on board at Bordeaux, in France, and is consigned by bills of lading to several and different persons in Havana, Cuba.

That said bills of lading, together with manifests of said
6 cargo and the British register of said ship, is now in the possession of this honorable court, as he is informed and believes, and prays reference to the same for proofs herein.

And he further says that the said ship and the goods of her lading, at the time of shipment and capture, did belong to the persons hereinbefore named and referred to, as he is informed and verily believes, and that the same, if restored, will belong to the same persons and none others, as he has reason to believe and does believe.

And he prays restitution thereof.

EDWARD HUNTER.
W C. MALONEY, *Proctor.*

Sworn to before me this 24th day of May, 1862.
GEORGE D. ALLEN,
Clerk U. S. D. Court.

Afterwards, on the same day last aforesaid, the following order was made and entered in this cause, to wit:

AT CHAMBERS, *May 24th*, 1862.

Ordered that the testimony in this cause taken before the prize commisioner be opened and published for inspection of all parties concerned.

WM. MARVIN, *Judge.*

7 Afterwards, to wit, on Tuesday the twenty-seventh day of said month of May, the monition in this cause having been heretofore returned, the usual proclamation being duly made, Edward Hunter, the said master and claimant appearing by his proctor aforesaid, and the said attorney appearing on behalf of the United States and captors the court proceeds to the hearing of this cause upon the allegations and pleadings, the depositions taken in preparatorio, the papers, letters, writings, and documents found on board said steamer Circassian. The court, not being fully advised in the premises, this cause continued under advisement.

And on Wednesday, the twenty-eighth day of said month, the parties as aforesaid appearing, the court continued the hearing of this cause.

The cause having been argued by Mr. Boynton, attorney on behalf of the United States and captors, and Mr. Maloney, proctor and advocate for the claimant, the counsel having been fully heard, the cause was submitted to the court for its decision.

Afterwards, to wit, on Monday the second day of June, in the said year, the court having considered the premises, pronounced its written opinion and decree in this cause in open court, the parties as aforesaid being present, which decree is in the words and figures following, to wit:

8 United States district court, southern district of Florida.

THE UNITED STATES
vs
THE BRITISH STEAMSHIP CIRCASSIAN AND CARGO; Hunter, master and claimant. } Prize.

It appearing to the court that this ship, of the burthen of about 1,500 tons, having a British register, wherein Zachariah Charles Pearson, of London, is stated to be the owner, and Edward Hunter the master, laden with a cargo from Bordeaux, in France, bound ostensibly for Havana, in Cuba, was captured on the 4th day of May, 1862, about thirty miles from Havana by the United States armed vessel the Somerset, English, commanding, on the supposed ground of a purpose to break the blockade of the port of New Orleans and was sent into this port for adjudication; and it further appearing that an attachment and monition have been regularly issued and return served, and the master of said vessel has appeared and interposed a claim for the said vessel and cargo on account of whom it might concern; and it further appearing, upon the hearing, from the depositions of the master and others of the passengers and crew of the vessel, taken in preparatorio, in an-

9 swer to the standing prize interrogatories, and from the papers, documents, and letters found on board the vessel at the time of her capture, that the voyage of this vessel was got up, commenced, and prosecuted by the owner, shippers, and underwriters, with the illegal and fraudulent purpose and intention, that the vessel should break the blockade of the port of New Orleans and should deliver her cargo in that port, and that the vessel was captured while engaged and employed in prosecuting and carrying out such unlawful intent; wherefore, for the causes and reasons herein above stated, it is ordered and decreed that the said vessel, her tackle, apparel, furniture, machinery, and appurtenances and her cargo be condemned and confiscated to the United States as prize of war.

WM. MARVIN, *Judge.*

Whereupon, the foregoing decree having been pronounced, Edward Hunter, the aforesaid claimant, by his proctor now here in open court, shows to the court that the matter in dispute exceeds the sum of two thousand dollars, and thereupon prays an appeal from said final decree to the Supreme Court of the United States, next to be holden at Washington on Monday the first day of December, 1862, and the same is accordingly allowed upon the claimant's filing the security required by law.

10 Afterwards, to wit, on the twenty-first day of the said month of June, Edward Hunter, the said claimant, deposited in the

office of the clerk of this court the sum of two hundred and fifty dollars, in treasury notes of the United States, whereupon the following order was made and entered in this cause, to wit:

District court of U. S, southern dist. of Fla.

THE UNITED STATES *et als.*
vs.
THE STEAMSHIP CIRCASSIAN AND CARGO. } Prize.

It is ordered that the claimant in this cause, having deposited in the clerk's office of this court the sum of two hundred and fifty dollars, in treasury notes of the United States, that the same be received in lieu of bonds for that amount in the matter of appeal in this cause.

And it is further ordered that the appeal be now deemed perfected, this twenty-first day of June, A. D. eighteen hundred and sixty-two.

WM. MARVIN.

Entered at chambers, June 21st, 1862.

GEORGE D. ALLEN, *Clerk.*

11 On hearing of this cause the following depositions, taken in preparatorio, and the following papers, letters, documents, and writings were read in evidence.

Deposition of Edward Hunter, at the district court-rooms, Key West, before George D. Allen, prize commissioner, May 9th, 1862.

1st interrogate. To the first interrogatory deponent answers, that he was born in Hull, England; he now lives at Hull; has always made his home at Hull; he is a subject of, and owes allegiance to, the Queen of Great Britain and Ireland; is not married; is not a citizen of the United States.

2nd interrogate. To the second interrogatory deponent answers, that he was present at the time of the capture.

3rd interrogate. To the third interrogatory deponent answers, that she was captured on Sunday the 4th day of May instant, about half way between Matanzas and Havana, about seven or eight miles off the land. She was taken into Key West She had no commission or letters authorizing her to make prizes. No reason was given for the seizure.

4th interrogate. To the fourth interrogatory deponent answers, that she sailed under the English colors; he thinks there is a United States flag on board, which was on board when he joined the Circassian.

5th interrogate. To the fifth interrogatory deponent answers, that no resistance was made to the seizure. The Somerset fired one
12 blank cartridge and three shells. The Somerset made the capture. Two brigs, one bark, and one schooner were in sight at the time; the Circassian is a merchant vessel; the Somerset is a United States armed vessel of six guns.

6th interrogate. To the sixth interrogatory deponent answers, that he don't know what commission the Somerset had. The Somerset made the capture. He knows not that the Circassian has been condemned.

7th interrogate. To the seventh interrogatory deponent answers, that her name is the Circassian; himself is master; Z. C. Pearson, esq., of Hull, England, appointed him to the command at London. He has known the said vessel some three or four years time. He took possession of her in London, in February last. Mr. Hargraves, of London, delivered her to him; he, the master, lives at Hull, England; he is not married; is a British subject, born at Hull.

8th interrogate. To the eighth interrogatory deponent answers, that her tonnage is fifteen hundred and thirty-seven tons. Forty-seven persons, including himself, belonged to the vessel's company, all of whom were on board at the time of her seizure; all but four of the vessel's company are British subjects, two, he thinks, are
13 Germans, and two Swedes. All but ten of them joined the vessel at Cardiffe, England, on the 17th day of February last, and were shipped by a shipping-master, by his order. Ten of them came on board the vessel at Panillac, in the Gironde river, France, when they were shipped by himself; they were sent by the owners from England to join the Circassian at Panillac in April last.

9th interrogate. To the ninth interrogatory deponent answers, that he belonged to the vessel—was master. He does not own any part of the vessel or her cargo; no one of the crew owned any part of either vessel or cargo.

10th interrogate. To the tenth interrogatory deponent answers, that he has known said vessel about four years; first saw her at Liverpool in the year 1858. She carries two guns; she had forty-nine men and boys on board, all told, including himself and one passenger. She was a British built vessel. Her name is the Circassian; she has not been called by any other name to his knowledge.

11th interrogate. To the eleventh interrogatory deponent answers, that she was bound to Havana; he cannot tell where she would have gone to from that port. The voyage began at Cardiffe, England. He cannot tell where the voyage would have ended, but at some
14 English port. She carried a cargo of coals from Cardiffe to Bordeaux. She had a general cargo, consisting of brandy and wine and some cases of oils, cases of sardines, and some other merchandize on board when seized. The cargo was put on board in March last; he don't know as she has any contraband or prohibited goods on board.

12th interrogate. To the twelfth interrogatory deponent answers, that she had a register as a British vessel, issued at the custom-house, London, and a manifest of cargo furnished by Messrs. Desbordes & Co., Bordeaux, France, agents for the vessel at Bordeaux. She carried coals from Cardiffe to Bordeaux, which was delivered at Bordeaux. She took on board at Bordeaux, brandy, wines, cases of oils and sardines, coffee, and other general merchandize. She sailed from Cardiffe on the 19th of February last, and Bordeaux, the 7th of April, and called at St. Thomas for coal and water, and sailed from St. Thomas on the 28th day of April last.

13th interrogate. To the thirteenth interrogatory deponent answers, that she carried coal from Cardiffe, England, to Bordeaux. She took on board brandy, wine, oil, sardines, coffee, and other mer-

15 chandize at Bordeaux, which was put on board in March last. The cargo on board when she was seized consisted of about seven hundred casks, half-casks and quarter-casks of brandy, and about eight or nine hundred casks of wine, and a large number of cases of wine, and cases of oil, cases of sardines, and a few bags of coffee, some chests of tea, and other merchandize.

14th interrogate. To the fourteenth interrogatory deponent answers, that Z. C. Pearson, of Hull, England, owns the Circassian. He knew that he was owner by the register and by his having the management of the vessel. He is English by birth, and lives at Hull, England, and has always lived there, and his wife and family live at Hull. He is a British subject. He cannot tell who owns the cargo now on board of her.

15th interrogate To the fifteenth interrogatory deponent answers, that he don't know of any bill of sale or agreement for the vessel being made.

16th interrogate. To the sixteenth interrogatory deponent answers, that the cargo now on board of the Circassian was put on board in March last, at Bordeaux. He dont know who shipped the cargo. He don't know who owns the cargo. The cargo was shipped consigned to order. He believes the cargo was shipped by French merchants at Bordeaux. The cargo was to be delivered at Havana.

16 He don't know on whose real account, risk, and benefit the cargo was shipped. The cargo consists of about seven or eight hundred casks, half and quarter-casks of brandy, eight or nine hundred casks of wine, and a number of cases of wine, cases of oils, cases of sardines, a few bags of coffee, a few chests of tea, and other merchandize.

17th interrogate To the seventeenth interrogatory deponent answers, that he cannot remember the number of bills of lading he signed for the cargo on board. All of the bills of lading signed were true and fair, and like those found on board by the captors.

18th interrogate. To the eighteenth interrogatory deponent answers, that he has one copy of the manifest of the cargo. There were, at the time of the capture, bills of lading and manifest of the cargo on board, which were taken by the officers of the Somerset at the time of capture. He received the bills of lading and manifest from Messrs. Debordes & Co., agents of the vessel at Bordeaux, France. He last saw them in the hands of the first lieutenant of the Somerset.

19th interrogate. To the nineteenth interrogatory deponent answers, that she was in lat. about 23° 15′ north, long. about 81° 50′ west, when she was seized, near the coast of Cuba, between Matan-

17 zas and Havana. He believes that there was a charter-party made for the voyage, but never saw it and does not know the terms or contents of it.

20th interrogate. To the twentieth interrogatory deponent answers, that she had a register, manifest, bills of lading, crew list, and shipping articles, a package of letters, from the post office at Bordeaux, custom-house clearances, Spanish consul's bill of health, from Bordeaux and St. Thomas, on board when she left St. Thomas. One package of letters, which were sent on board at Panillac after the

Circassian had cleared from Bordeaux, were burned after the vessel hove-to, and before the officers of the Somerset came on board at the time of the capture. He gave the package of letters to the mate to burn. No other papers were destroyed, in any manner, or concealed.

21st interrogate. To the twenty-first interrogatory deponent answers, that he did not know of any state of war existing at Havana with the United States, or that the port of Havana was blockaded by the naval forces of the United States

22nd interrogate. To the twenty-second interrogatory deponent answers, that he did not know of any order of blockade by the government of the United States of the port of Havana. No notice of a blockade had been written on the vessel's papers, or given to the owner or himself.

18 23d interrogate. To the twenty-third interrogatory deponent answers, that the register of the vessel had not been examined by any officer of the United States, before the capture, since he was in command of the vessel.

24th interrogate. To the twenty-fourth interrogatory deponent answers, that she has not attempted to enter any blockaded port since he had been in command.

25th interrogate. To the twenty-fifth interrogatory deponent answers, that she has not been before seized as a prize.

26th interrogate. To the twenty-sixth interrogatory deponent answers, that he would only lose his time. No indemnity, or satisfaction, or promise thereof has been received for the loss of time.

27th interrogate. To the twenty-seventh interrogatory deponent answers, that there is no insurance on the vessel or cargo, that he knows of.

28th interrogate. To the twenty-eighth interrogatory deponent answers, that he don't know who the cargo would have belonged to on its being unladen.

29th interrogate. To the twenty-ninth interrogatory deponent , that he don't know what country the coffee was grown in. The brandy, wine, and oil, he believes, were French. The other articles he cannot tell about.

30th interrogate. To the thirtieth interrogatory deponent
19 answers, that the cargo was taken on board in the river Gironde, from lighters, at Bordeaux and Panillac, in March, 1862.

31st interrogate. To the thirty-first interrogatory deponent answers, that he don't know of any papers relating to the Circassian and her cargo, except those which were on board of her at time of her capture.

32nd interrogate. To the thirty-second interrogatory deponent answers, that the papers and documents of the vessel and cargo were delivered to Mr. Dennison, first lieutenant of the Somerset, except the register and a package of letters, from the post office at Bordeaux, which were delivered to Mr. Boynton, United States district attorney, and Capt. English, of the Somerset; all of them were taken since the capture at different times.

33rd interrogate. To the thirty-third interrogatory deponent answers, that about five hundred and fifty bags of coffee were thrown over-

board, on the 2nd instant, to lighten the vessel—she had got ashore on the Bahama banks. It was thrown overboard by his order.

34th interrogate. To the thirty-fourth interrogatory deponent answers, that there was one passenger on board the Circassian at the time of her capture, Mr. William Bunons; he is an Englishman; he believes that he is a merchant; he don't know as Mr. Bunons has any commission; he came on board at Bordeaux, in April last; he was going to Havana; he don't know upon what business; he believes thence to New York; he had some interest or control over the cargo. No officers, or soldiers, or citizens on board; no residents of the United States on board.

35th interrogate. To the thirty-fifth interrogatory deponent answers, that all the papers found on board were true and fair; he knows of no circumstance to effect their credit. He don't know who obtained the register. Messrs. Desbordes & Co., of Bordeaux, agents for the vessel at that port, furnished the manifest of the cargo on board. They were taken out for this vessel only. He don't know whether any one made oath or affirmation, to procure them, or not. The register is a permanent register for the vessel. The manifest is for the cargo. The fees for manifest and other papers were all paid. The vessel was at the port of Bordeaux when the manifest and other papers were taken out there. Mr. Bunons had a passport for travelling; he don't know where it was obtained. He don't know of any such papers being sent into the United States or any other country or place. He has not written or signed any papers relating to this vessel or her cargo, except those found on board and delivered to the captors.

36th interrogate. To the thirty-sixth interrogatory deponent answers, that he first saw the Somerset about half-past nine o'clock on Sunday morning. The Circassian was then steering towards Havana. Her course was southwest by west half west. She did not change her course on the appearance of the Somerset. She had pursued her most direct course from Bordeaux to Havana that circumstances would admit. She was compelled to go to St. Thomas for coals and water. She was about thirty miles from Havana when taken. She had seen a United States naval vessel at St. Thomas, in the harbor; there no other till the Somerset. She was taken about half-past ten o'clock in the morning.

37th interrogate. To the thirty-seventh interrogatory deponent answers that he knows nothing about any sales or transfers of the vessel. If restored she would belong to Z. C. Pearson, of Hull, as aforesaid.

38th interrogate. To the thirty-eighth interrogatory deponent answers that she has two guns, mounted, on board. She has twelve charges of powder, for firing salutes, on board; no shot or shell belonging to her. She has one fowling-piece and one sword on board, belonging to the mate. No other articles of the kinds enquired about on board.

39th interrogate. To the thirty-ninth interrogatory deponent answers that Z. C. Pearson owns the Circassian, as before stated. He don't know who owns the cargo. She was destined to Havana.

40th interrogate. To the fortieth interrogatory deponent answers that she had no convoy. She had no instructions of the kind.

41st interrogate. To the forty-first interrogatory deponent answers that she has not attempted to enter any port under blockade.

42nd interrogate. To the forty-second interrogatory deponent answers, no.

43rd interrogate. To the forty-third interrogatory deponent answers, no.

1st additional interrogate. To the first additional interrogatory deponent answers that the vessel would have entered Havana had she not been captured. He don't know what ports she would have entered after leaving Havana.

2nd additional interrogate. To the second additional interrogatory deponent answers that she draws twenty-three feet of water with a full cargo on board and a full complement of coal. She drew eighteen and a half feet when captured. He did not hear any reason given for not loading her deeper. She was loaded down to about twenty-one feet and a half when she left Bordeaux, with her complement of coals in. She was fully loaded to cross the Atlantic.

3rd additional interrogate. To the third additional interrogatory deponent answers that he did not hear any owner or agent or person say anything about the vessel's running or breaking any block-
23 ade. He did not hear of her going to any intermediate port and thence running the blockade of any port, either before sailing from Bordeaux, St. Thomas, or on the voyage.

Deposition of Robert G. Coleman, at the district court-rooms, Key West, before George D. Allen, prize commissioner, 9th May, 1862.

1st interrogate. To the first interrogatory deponent answers that he was born in London, England. He now lives at Hull, England. He has lived most of the time of the last two years in New Zealand. He is a subject of the Queen of Great Britain and Ireland; is not a citizen of the United States; is not married.

2nd interrogate. To the second interrogatory deponent answers that he was present at the time of capture.

3rd interrogate. To the third interrogatory deponent answers that the said vessel was captured on the 4th day of May instant. She was off Cruz light, on the coast of Cuba, about seven or eight miles from land. She was taken into Key West. She had no commission or letters of the kind, that he is aware of. No reason was assigned by the captors for the seizure.

4th interrogate. To the fourth interrogatory deponent answers that no resistance was made to the seizure. The Somerset fired one blank cartridge, one shot, and two shell. The Somerset made the capture. Two or three other vessels in sight at the time. The Circas-
24 sian is a merchant vessel. The Somerset is a United States war steamer.

5th interrogate. To the fifth interrogatory deponent answers that she sailed under English colors. He don't know of any other colors on board.

6th interrogate. To the sixth interrogatory deponent answers that he don't know whether the Somerset had any commission authorizing her to make the capture of the Circassian or not. The Somerset made the capture. He don't know as the Circassian has been condemned.

7th interrogate. To the seventh interrogatory deponent answers that her name is the Circassian. Edward Hunter is master. Zachariah C. Pearson, of Hull, England, appointed him to the command, at London. He has known the Circassian about eight weeks, and Capt. Hunter about the same time. Capt. Hunter took possession of her at London. Mr. Hargraves, the managing clerk of the owners, delivered her to him, as he believes. He don't know where Capt. Hunter lives; believes that he is not married. He believes that he is a British subject.

8th interrogate. To the eighth interrogatory deponent answers that the Circassian is about fifteen hundred tons burthen She had forty-eight persons, himself included, of the vessel's company; all
25 on board when she was taken. Most of the crew are British subjects. Part of the crew joined the vessel at Cardiffe, England, and part at Panillac, France. He was employed by Mr Pearson, the owner of the vessel. He cannot tell particularly about who hired the others.

9th interrogate. To the ninth interrogatory deponent answers, that he belonged to the company of the vessel; was purser; neither himself or any of the officers or crew of the vessel had any part or share or interest in the vessel or her cargo.

10th interrogate. To the tenth interrogatory deponent answers, that he has known the Circassian about eight weeks; first saw her at Bordeaux in March last. She has two guns. She had forty-nine men and boys all told, passengers included, on board. She is a British built vessel; her name is the Circassian; she has not been called by any other name so far as he knows

11th interrogate. To the eleventh interrogatory deponent answers, that she was bound to Havana. The voyage began at Bordeaux. He cannot tell where the voyage would have ended. She had a cargo of wine, spirits, coffee, and some other merchandize on board when she left Bordeaux, and the same on board when she was seized, except some coffee which was thrown overboard. The cargo was put on board in March and the beginning of April last. She had no
26 contraband or prohibited articles on board that he knew of.

12th interrogate. To the twelfth interrogatory deponent answers, that she had a register issued at the custom house London and manifest of cargo from Bordeaux. She sailed from London to Cardiffe, England; thence to Falmouth and thence to Bordeaux; thence to St. Thomas; thence for Havana. The voyage began at Bordeaux; he cannot tell where it would have ended. She carried coals from Cardiffe to Bordeaux, which was delivered at Bordeaux. She took wine, spirits, and sundries on board at Bordeaux, which were on board when she was taken, except some coffee which was thrown overboard. She sailed from Bordeaux about the 8th day of April, and St. Thomas on the 29th day of April.

13th interrogate. To the thirteenth interrogatory deponent answers,

that she had a cargo of brandy, wine, coffee, sardines, oil, and other merchandize on board when she left Bordeaux, and the same on board when she was seized, except about five hundred bags of coffee which were thrown overboard to lighten her whilst ashore. The cargo amounted to about eleven hundred tons weight and measurement.

14th interrogate. To the fourteenth interrogatory deponent
27 answers, that Z. C. Pearson, of Hull, England, owned the vessel. He knows Mr. Pearson to be the owner from the register and personal knowledge of Mr. Pearson's business. He is English by birth, lives at Hull, his wife and family live at Hull, he has always lived at Hull, he is a British subject. He cannot tell who owns the cargo.

15th interrogate. To the fifteenth interrogatory deponent answers, that there was no bill of sale or agreement for transfer of the vessel made that he was aware of.

16th interrogate. To the sixteenth interrogatory deponent answers, that the cargo was put on board at Bordeaux in March and the beginning of April last. It was shipped by different merchants at Bordeaux; he cannot tell their names; he believes they are French; he don't know who the owners of the cargo are. The cargo was consigned to order. He cannot tell on whose real account, risk, and benefit the cargo was shipped. The cargo was to be delivered at Havana, as he believes. The cargo is about eleven hundred tons weight and measurement; he cannot tell the quantities of each sort.

17th interrogate. To the seventeenth interrogatory deponent answers, that he cannot tell how many bills of lading were signed for the cargo on board. All were true and fair, so far as he knows.

18th interrogate. To the eighteenth interrogatory deponent
28 answers, that there were bills of lading on board at the time of the capture, which were taken by the officers of the Somerset. He don't know of any other papers relating to the cargo which were on board.

19th interrogate. To the nineteenth interrogatory deponent answers, that she was off Cruz light, on the coast of Cuba, when seized, on Sunday, the 4th day of May instant, about half-past ten o'clock in the morning; he cannot tell the lat. or long. He believes that there was a charter-party, but has not seen any and does not know the terms or conditions of it, if any.

20th interrogate. To the twentieth interrogatory deponent answers, that there were bills of lading and manifest of the cargo on board, and believes that there were letters from the Bordeaux post office for Havana. He believes that some private letters in the hands of the captain were burnt on the day of the capture in presence of the mate; no other papers or letters destroyed that had any connection with the vessel or cargo to his knowledge.

21st interrogate. To the twenty-first interrogatory deponent answers, that he did not know of any state of war existing at Havana with the United States, or that that port was blockaded by the naval forces of the United States.

29 22nd interrogate. To the twenty-second interrogatory deponent answers, that he did not know that the United States had

ordered a blockade of the port of Havana; no notice had been given the master or owner, or written on the vessel's papers of any blockade to his knowledge.

23rd interrogate. To the twenty-third interrogatory deponent answers, that not to his knowledge.

24th interrogate. To the twenty fourth interrogatory deponent answers, that not to his knowledge.

25th interrogate. To the twenty-fifth interrogatory deponent answers, that not to his knowledge.

26th interrogate. To the twenty-sixth interrogatory deponent answers, that he would only lose his time; no indemnity or satisfaction, or promise thereof, has been received for this loss.

27th interrogate. To the twenty-seventh interrogatory deponent answers, that he don't know.

28th interrogate To the twenty-eighth interrogatory deponent answers, that he don't know.

29th interrogate. To the twenty ninth interrogatory deponent answers, that he believes that the wines, spirits, and oil, and sardines, were French, and some English manufacture goods were on board. He cannot tell where the coffee was grown.

30th interrogate. To the thirtieth interrogatory deponent answers, that the cargo was taken on board from lighters at the port of Bordeaux, in March and April last.

31st interrogate. To the thirty-first interrogatory deponent answers, that he don't know.

32nd interrogate. To the thirty-second interrogatory deponent answers, that the officers of the Somerset took all of the papers that related to the vessel and cargo which were on board at the time of capture; he cannot tell where they are now.

33rd interrogate. To the thirty-third interrogatory deponent answers, that about five hundred bags of coffee were thrown overboard when the vessel was ashore on the Bahama Banks, to lighten her, by order of the master.

34th interrogate. To the thirty-fourth interrogatory deponent answers, that there was one passenger, Mr. William Bunons, he is English; he don't know as he had any commission; he came on board at Bordeaux; he was going to Havana; he believes that he has some goods on board; he had no concern in the vessel; no one secreted on board; no residents of the United States on board.

35th interrogate. To the thirty-fifth interrogatory deponent answers, that he believes that all of the papers found on board were true and fair, and does not know of any circumstance to affect their credit. He don't know who obtained the papers of the vessel or cargo, nor anything further in regard to them. He had a travelling passport to go to Cuba, from the Spanish consul at Bordeaux. He believes that Mr. Burrons has a passport. He don't know of any such papers except those found on board and given to the officers of the Somerset. He wrote to the owners from St. Thomas that we had called there for coals; he does not remember of writing any other letters or papers concerning the vessel or cargo.

36th interrogate. To the thirty-sixth interrogatory deponent an-

swers, that he first saw the Somerset about 15 minutes after ten, the morning of the capture; the Circassian was then steering towards Havana; she did not change her course; the Circassian pursued her most direct course from Bordeaux towards Havana till she was found to be short of coals; then she changed her course towards St. Thomas; from St. Thomas she pursued her course towards Havana, the most direct; she was about thirty miles from Havana when she was seized.

37th interrogate. To the thirty-seventh interrogatory deponent answers, that he does not know about any sales or transfers of the vessel. If restored, she would belong to Z. C. Pearson, of Hull, England.

38th interrogate. To the thirty-eighth interrogatory deponent answers, that she has two guns mounted on board. She has about two pounds of powder belonging to her. The guns are ship's signal guns. None of the articles enquired about on board to his knowledge.

39th interrogate. To the thirty-ninth interrogatory deponent answers, that he believes Mr. Pearson owns the vessel, as before mentioned; he cannot tell who owns the cargo He believes that she was going to Havana.

32 40th interrogate. To the fortieth interrogatory deponent answers, that she had no convoy on this voyage, nor any such instructions that he knew of.

41st interrogate. To the forty-first interrogatory deponent answers, not that he knew of.

42nd interrogate. To the forty-second interrogatory deponent answers, not that he knew of.

43rd interrogate. To the forty-third interrogatory deponent answers, not that he knew of.

1st additional interrogate. To the first additional interrogatory deponent answers, that she would have entered the port of Havana. He don't know what other ports she would have gone to. She draws about twenty-three or twenty-four feet of water when fully laden.

2nd additional interrogate. To the second additional interrogatory deponent answers, that he believes she was drawing about nineteen and a half feet when she was captured; she was pretty well filled up with cargo, but could have taken more coals by lightening them down to Panillac, which would have been at great expense and delay of the vessel

3rd additional interrogate. To the third additional interrogatory deponent answers, that he does not remember of hearing any one say anything about her running or breaking any blockade before sailing; he did not hear any one having any control over the vessel

33 say anything about the vessel touching into any intermediate port, and then running the blockade, either before sailing or on the voyage.

Deposition of William Burrons, at the district court-rooms, Key West, before George D. Allen, prize commissioner, May 10th, 1862.

1st interrogate. To the first interrogatory deponent answers, that that he was born in Sheffield, England; he now lives at Liverpool; has lived there about fourteen years; he is a subject of Queen Victoria,

sovereign of the kingdom of Great Britain and Ireland; is not a citizen of the United States; is not married.

2nd interrogate. To the second interrogatory deponent answers, that he was on board the Circassian at the time of capture.

3rd interrogate To the third interrogatory deponent answers, that she was captured on Sunday, the 4th day of May instant, off the coast of Cuba, in lat. about 23° 19′ N., long. about 81° 42′ W. from Greenwich, as given him by Capt. Hunter, of the Circassian; she was then taken into Key West; she had no commission or letters authorizing her to make prizes, to his knowledge; he did not hear any reason given for the seizure by the captors.

4th interrogate. To the fourth interrogatory deponent answers, that she sailed under the British flag; he believes that she had a United States ensign on board; he don't know why she had the United States flag.

34 5th interrogate. To the fifth interrogatory deponent answers, that no resistance was made to the seizure; the Somerset fired four guns; the vessel which made the capture was reported by the captors to be called the Somerset; one bark and several small sail in sight at the time; the Circassian is a merchant vessel; the Somerset is an armed vessel of six guns, sailing under the United States flag.

6th interrogate. To the sixth interrogatory deponent answers that he did not see any commission of the Somerset; the Somerset made the capture; he is not aware that the Circassian has been condemned.

7th interrogate. To the seventh interrogatory deponent answers, that her name is the Circassian; Capt. Edward Hunter is the master of the Circassian; he don't know who appointed him to the command; he has known the Circassian about two months, and may have seen her some years ago; he don't know when or where the master took possession of her, nor who delivered her to him; he don't know where the master was born; he says that he lives at Hull, England; he believes him to be a British subject.

8th interrogate. To the eighth interrogatory deponent answers, that he believes the Circassian is about fifteen hundred tons burthen, gross register; about forty persons belonged to the vessel's company,

35 all of whom were on board at the time of capture; most of them are British subjects; he dont know where nor when they were shipped, nor who shipped them.

9th interrogate. To the ninth interrogatory deponent answers, that he did not belong to the company of the vessel. He had no interest in the cargo or vessel. No one on board owned any part of the vessel or cargo to his knowledge.

10th interrogate. To the tenth interrogatory deponent answers, that he has known the Circassian about two months; first saw her at Bordeaux, France, except that he may have seen her some few years since at Liverpool. She carries two guns. About forty-two men and boys, passengers included, were on board of her. He believes that she is a British built vessel. Her name is the Circassian. He is not aware that she has had any other name.

11th interrogate To the eleventh interrogatory deponent answers that she was bound to Havana. The voyage, he believes, began at

Bordeaux He cannot tell where the voyage would have ended. She had a cargo of general merchandize, wine, spirits, and coffee. He does not know what else when she left Bordeaux, and the same, except some coffee, which was thrown overboard when she was ashore on the Bahama Banks. The cargo was put on board in March or April, 1862, to the best of his belief. To the best of his knowledge she has no contraband or prohibited goods on board.

12th interrogate. To the twelfth interrogatory deponent
36 answers that he believes she had a register as a British vessel, but has not seen it. He believes she had a manifest of her cargo. She sailed from Bordeaux to St. Thomas, from St. Thomas she sailed for Havana, and was seized on the voyage. The voyage, he believes, began at Bordeaux He cannot tell where the voyage would have ended other than at Havana. He knows nothing about any other cargoes except the present one. She sailed from Bordeaux about the 8th day of April and St. Thomas about the 28th day of April.

13th interrogate. To the thirteenth interrogatory deponent answers that she carried wine, brandy, coffee, and general merchandize from Bordeaux, and the same on board when she was taken, except the coffee, which was thrown overboard.

14th interrogate. To the fourteenth interrogatory deponent answers that Z. C. Pearson & Co., of Hull and London, he believes, are the owners of the Circassian; he only knows them to be the owners by common report. He believes that Mr. Pearson lives at Hull and that he is a British subject. A part of the cargo, he believes, belongs to Leech, Harrison & Co., of Liverpool, England. They sent him as an agent for the sale of goods belonging to them. Messrs. Leech, Harrison & Co. are residents, and their families, of Liverpool, and
37 are British subjects. They have been doing business at Liverpool for a number of years. He cannot tell who owns the remainder of the cargo.

15th interrogate. To the fifteenth interrogatory deponent answers that he does not know of any bill of sale or engagements for the transfer of the vessel.

16th interrogate. To the sixteenth interrogatory deponent answers that the cargo, he believes, was put on board at Bordeaux in March and April, the present year. He shipped a portion of the cargo. He cannot tell who shipped the balance of the cargo. Himself is English. He cannot tell in regard to the parties who shipped the cargo, other than that shipped by himself. He resides at Liverpool. Messrs. Leech, Harrison & Co., of Liverpool, own the portion of cargo shipped by himself, and he believes it is on their account, risk, and benefit it was to be delivered at Havana. It was consigned to his order. It consists of cotton goods, woolen goods, tea, coffee, hardware, such as spades, shovels, locks, &c., drugs, boots, and shoes. He cannot tell about the balance of the cargo, but it appears to be wines and brandies.

17th interrogate. To the seventeenth interrogatory deponent answers that he cannot tell how many bills of lading were signed for the cargo on board. Those for the portion shipped by himself were true and fair.

18th interrogate. To the eighteenth interrogatory deponent
38 answers, that he has a bill of lading of the portion of cargo shipped by himself and copy of the invoice of the same. He received the bill of lading from the agents of the Circassian at Bordeaux, Messrs. Desbordes & Co., and the account of the merchandize from Messrs. Leech, Harrison & Co., Liverpool. He knows nothing about any papers relating to the other portion of the cargo.

19th interrogate. To the nineteenth interrogatory deponent answers, that she was captured in lat. 23° 19′ n., long. 81° 42′ w., from Greenwich, as given by Capt. Hunter, master of the Circassian, on Sunday the 4th day of May instant, about ten or eleven o'clock in the morning, a few miles westward of Matanzas. He don't know of any charter-party for the voyage

20th interrogate. To the twentieth interrogatory deponent answers, that he had a copy of invoice and bill of lading for the cargo, which was shipped by himself. He does not know what other papers or letters were on board relating to the vessel or cargo. He don't know of any papers or letters having been burnt, torn, or destroyed in any manner, or thrown overboard, or concealed on board.

21st interrogate. To the twenty-first interrogatory deponent answers,
that he did not know of any state of war existing at Havana
39 with the United States, or that the naval forces of the United States held that port under blockade.

22nd interrogate. To the twenty-second interrogatory deponent answers, that he did not know of any order of blockade of the port of Havana by the government of the United States. No notice of blockade of any port had been given the owner, master, or commander of the Circassian, or written on her papers, to his knowledge.

23rd interrogate. To the twenty-third interrogatory deponent answers, that he don't know.

24th interrogate. To the twenty-fourth interrogatory deponent answers, that he don't know.

25th interrogate. To the twenty-fifth interrogatory deponent answers, that he don't know.

26th interrogate. To the twenty-sixth interrogatory deponent answers, that he would only lose his time. No indemnity or satisfaction, or promise of satisfaction has been received for this loss.

27th interrogate. To the twenty-seventh interrogatory deponent answers, that he believes the portion of cargo shipped by himself is insured in London. He cannot tell at what rate. He does not know anything about any insurance on the balance of the cargo, or on the vessel.

28th interrogate. To the twenty-eighth interrogatory deponent answers, that the portion of cargo shipped by himself was at the risk
of the firm of Messrs. Leech, Harrison & Co., for the chance of
40 a market. He cannot tell in regard to the balance of the cargo who it would belong to on being unladen.

29th interrogate. To the twenty-ninth interrogatory deponent answers, that the manufactured goods which he shipped on board the Circassian were English. He cannot tell the country of growth or manufacture of the other portion of the cargo.

30th interrogate. To the thirtieth interrogatory deponent answers, that he believes the cargo was brought on board from the quay at Bordeaux in lighters, in March and April last.

31st interrogate. To the thirty-first interrogatory deponent answers, that the only papers, invoices, he know about that relate to the vessel or cargo, are the bill of lading and copy of the invoice of the portion of cargo shipped by himself, which he now has

32nd interrogate. To the thirty-second interrogatory deponent answers, that Mr. Dennison, of the Somerset, took a parcel of papers from the Circassian after the capture, which he was told were the ship's papers. He don't know where they are now.

33rd interrogate. To the thirty-third interrogatory deponent answers, that after getting ashore on the Bahama Bank about five hundred bags of coffee were thrown overboard to lighten the vessel by order of the master.

34th interrogate. To the thirty-fourth interrogatory deponent
41 answers, that he was the only passenger on board. He is a British subject. He is a merchant's clerk. He has no commission. He went on board the Circassian at Bordeaux. He was going to Havana, and would have returned to Liverpool, either by the way of New York or St. Thomas. He was going to Havana to sell the merchandize which was shipped by himself. He had no control over the vessel. He was agent for the sale of the portion of cargo which was shipped by himself. No persons secreted on board. He does not know of any residents of the United States on board.

35th interrogate. To the thirty-fifth interrogatory deponent answers, that he knows nothing about any papers relating to the vessel or cargo, except those for the portion of cargo shipped by himself, which were true and fair. He had a passport from the Foreign Office, London, which was vised at Bordeaux by the Spanish consul, to permit him to go to Havana. He does not know of any letters or papers relating to the vessel or cargo having been sent anywhere. He has not written or signed any letters or papers which relate to the Circassian or her cargo.

36th interrogate. To the thirty-sixth interrogatory deponent answers, that he first saw the Somerset about half-past eight or nine o'clock on the morning of the capture. The Circassian was then headed about
42 southwest by west half west towards Havana. She did not change her course on the appearance of the Somerset. She had pursued her most direct course from Bordeaux towards Havana till she was found to be short of coals; then she changed her course towards St. Thomas. He thinks she was about twenty to thirty miles from Havana when captured. There was a United States naval vessel at St. Thomas when the Circassian was at that port, but no communication was made.

37th interrogate. To the thirty-seventh interrogatory deponent answers, that he knows nothing about any sale or transfers of the vessel. If restored, he believes she would still belong to Z. C. Pearson & Co., as before mentioned.

38th interrogate. To the thirty-eighth interrogatory deponent answers, that she has two ship's signal guns on board; he believes

she had no arms belonging to her, and only a little powder to fire signals on board. To the best of his knowledge there are none of the articles enquired about on board, except the private arms of himself and the officers of the vessel.

39th interrogate. To the thirty ninth interrogatory deponent answers, that he believes that Z. C. Pearson & Co. own the vessel, and that Messrs. Leech, Harrison & Co. own a portion of the cargo, and that she was bound to Havana.

40th interrogate. To the fortieth interrogatory deponent answers, that she had no convoy on this voyage. He did not know
43 of any such instructions.

41st interrogate. To the forty-first interrogatory deponent answers, that she has not attempted to enter or sail from any blockaded port since he has been on board.

42nd interrogate. To the forty-second interrogatory deponent answers, that not to his knowledge.

43rd interrogate. To the forty-third interrogatory deponent answers that not to his knowledge.

1st additional interrogate. To the first additional interrogatory deponent answers, that she would have entered the port of Havana, had she not been seized. He cannot tell what ports she would have entered after leaving Havana.

2nd additional interrogate. To the second additional interrogatory deponent answers, that he believes or thinks she draws about twenty-two or twenty-three feet when fully loaded; he does not know how much water she drew when she was captured; he did not hear any reason given why she was not loaded deeper; he does not know of any reason why she was not loaded deeper except for seaworthiness.

3rd additional interrogate. To the third additional interrogatory deponent answers, that he has not heard anything about the vessel's entering or breaking the blockade of any port, either before sailing or on the voyage, from any person, as owner or agent or connected with the vessel or cargo.

44 *Deposition of William Musch, at the district court rooms, Key West, before George D. Allen, prize commissioner, May 12th, 1862.*

1st interrogate. To the first interrogatory deponent answers, that he was born in Dusseldorf; he now lives in London; has lived there about seven months; he is a subject of the King of Prussia; is not a citizen of the United States; is not married,

2nd interrogate. To the second interrogatory deponent answers that he was on board the Circassian at the time of capture.

3rd interrogate. To the third interrogatory deponent answers, that she was at sea when captured, in sight of land. She was taken Sunday week. He don't know anything about her papers; he don't know why she was taken.

4th interrogate. To the fourth interrogatory deponent answers, that she sailed under the English flag; he don't know what other colors she had on board.

5th interrogate. To the fifth interrogatory deponent answers, that

no resistance was made to the seizure. The man-of-war fired three guns. An American man-of-war made the capture. He saw one fore-and-aft schooner at the time. The Circassian is a trading vessel. The steamer which took the Circassian is a man-of-war.

6th interrogate. To the sixth interrogatory deponent answers, that an American man-of-war made the capture; and farther he don't know.

7th interrogate. To the seventh interrogatory deponent answers, that her name is the Circassian. He don't know the captain's name; and farther he don't know.

45 8th interrogate. To the eighth interrogatory deponent answers, that he don't know the tonnage of the Circassian; he don't know the number of the crew of the Circassian. Two of the crew are Germans; nearly all are English. Ten of the crew came on board at Panillac, nine seamen, himself being one, and one fireman; all the others were then on board. The ship's husband hired him in London, and sent him to Panillac in March last.

9th interrogate. To the ninth interrogatory deponent answers, that he belonged to the Circassian; was a seaman. He don't know of any one on board who owned in the vessel or cargo.

10th interrogate. To the tenth interrogatory deponent answers, that he has known the Circassian about seven weeks; he first saw her at Panillac when he went on board of her. She carries two guns. He don't know the number of men on board; he don't know where she was built. Her name is the Circassian; he never heard her called by any other name.

11th interrogate. To the eleventh interrogatory deponent answers, that she was bound to Havana. The ship's husband told him she would return to England. The voyage began at Bordeaux. She was going to Havana, and was told by the ship's husband, at the time that he shipped in London to go to Bordeaux, to go on board; that she would return to England. She has some Wine in cases, and

46 some coffee, shoes, and blankets on board. He don't know when it was put on board; he don't know what other articles she has on board.

12th interrogate. To the twelfth interrogatory deponent answers, that he don't know what papers the Circassian had. She went from Bordeaux to St. Thomas, and from St. Thomas she was going to Havana. He don't know what kind of cargoes she has carried before the one now on board. The voyage began at Bordeaux and she was going to Havana, and was told she would return to England.

13th interrogate. To the thirteenth interrogatory deponent answers, that she has the same cargo now on board that she had when she left Panillac, except some coffee, which was thrown overboard. He don't know when it was put on board, nor how much of each kind.

14th interrogate. To the fourteenth interrogatory deponent answers, that he don't know.

15th interrogate. To the fifteenth interrogatory deponent answers, that he don't know.

16th interrogate. To the sixteenth interrogatory deponent answers, that he don't know.

17th interrogate. To the seventeenth interrogatory deponent answers, that he don't know.

18th interrogate. To the eighteenth interrogatory deponent answers that he has no papers relating to the vessel or cargo; he don't know what papers were on board.

47 19th interrogate. To the nineteenth interrogatory deponent answers, that she was taken on Sunday week about mid-day. He don't know where she was. He knows nothing about any charter-party.

20th interrogate. To the twentieth interrogatory deponent answers, that he don't know what papers she had on board. He did not see or know of any papers being burnt, torn, thrown overboard, or destroyed, hid away or attempted to be hid away on board.

21st interrogate. To the twenty-first interrogatory deponent answers, that he don't know.

22nd interrogate. To the twenty-second interrogatory deponent answers, that he don't know.

23rd interrogate. To the twenty-third interrogatory deponent answers, that he don't know.

24th interrogate To the twenty-fourth interrogatory deponent answers, that he don't know.

25th interrogate. To the twenty-fifth interrogatory deponent answers, that he don't know.

26th interrogate. To the twenty-sixth interrogatory deponent answers, that he believes he loses his wages. No indemnity or promise or satisfaction has been received for this loss.

27th interrogate. To the twenty-seventh interrogatory deponent answers, that he don't know.

28th interrogate. To the twenty-eighth interrogatory deponent answers, that he don't know.

29th interrogate. To the twenty-ninth interrogatory deponent answers, that he don't know.

30th interrogate. To the thirtieth interrogatory deponent answers, that he don't know.

31st interrogate. To the thirty-first interrogatory deponent

48 answers, that he don't know.

32nd interrogate. To the thirty-second interrogatory deponent answers, that he don't know.

33rd interrogate. To the thirty-third interrogatory deponent answers, that the Circassian got ashore, and some coffee was thrown overboard to lighten the vessel.

34th interrogate. To the thirty-fourth interrogatory deponent answers, that there were two gentlemen on board, who, he was told, were passengers. He don't know their names, nor who they are. No one secreted on board.

35th interrogate. To the thirty-fifth interrogatory deponent answers that he knows nothing about the papers of the vessel or cargo, or passengers. He has only signed the articles.

36th interrogate. To the thirty-sixth interrogatory deponent an-

swers, that he first saw the man-of-war which took the Circassian about ten o'clock the morning of the capture. He don't know the course of the Circassian at the time, nor to what port she was steering. He thinks she made her best course towards Havana. He don't know whether the Circassian changed her course or not after seeing the man-of-war. He saw an American man-of-war at St. Thomas.

37th interrogate. To the thirty-seventh interrogatory deponent answers, that he don't know.

38th interrogate. To the thirty-eighth interrogatory deponent
49 answers, that she has two guns mounted on board. The mate has one musket. He don't know what other articles she has on board, except a few articles that he has mentioned.

39th interrogate. To the thirty-ninth interrogatory deponent answers, that he don't know who the owners are of either the vessel or cargo. He believes she was going to Havana.

40th interrogate. To the fortieth interrogatory deponent answers, that she had no convoy on this voyage. He don't know anything about any instructions.

41nd interrogate. To the forty-first interrogatory deponent answers, that he don't know.

42rd interrogate. To the forty-second interrogatory deponent answers, that he don't know.

43rd interrogate. To the forty-third interrogatory deponent answers, that he don't know.

1st additional interrogate. To the first additional interrogatory deponent answers, that he believes she would have gone to Havana; from Havana he believes she would have gone to England.

2nd additional interrogate. To the second additional interrogatory deponent answers, that he don't know.

3rd additional interrogate. To the third additional interrogatory deponent answers, that he did not hear anything about the Circassian running the blockade.

50 *Deposition of John McCormick, at the district court rooms, Key West, before George D. Allen, prize commissioner, May 13th,* 1862.

1st interrogate. To the first interrogatory deponent answers, that he was born in London; he now lives in London; has lived there about twenty-four years; he is a British subject; is not a citizen of the United States; is married; wife and family live in London.

2nd interrogate. To the second interrogatory deponent answers, that he was present at the time of capture of the "Circassian."

3rd interrogate. To the third interrogatory deponent answers, that she was captured on Sunday week, on the coast of Cuba, in sight of land, he thinks fifteen miles or more from land to the eastward of Havana. She was taken into Key West. He is not aware that she had any commission. He heard that she was seized because she was suspected of having contraband goods on board.

4th interrogate. To the fourth interrogatory deponent answers, that she sailed under the English colors. He did not see or know of any other on board.

5th interrogate. To the fifth interrogatory deponent answers, that no resistance was made to the seizure. The Somerset fired one blank cartridge and two shot or shell. The Somerset made the capture. One fore-and-aft schooner in sight at the time. The Circassian is a merchant vessel. The Somerset is a ship-of-war sailing under the flag of the United States.

51 6th interrogate. To the sixth interrogatory deponent answers, that he don't know what commission the Somerset had. He heard one of the petty officers of the Somerset say that she was to capture the Circassian. He don't know as the Circassian has been condemned.

7th interrogate. To the 7th interrogatory deponent answers, that her name is the Circassian ; Capt. Hunter is the master of the Circassian. He took command of her at London ; he don't know who appointed him to the command. He has known the Circassian about eighteen months ; he has known Capt. Hunter about three months. Capt. Chambers had command when he joined her, and left her in command of Capt. Hunter, at Cardiffe, in February last. He has heard that Captain Hunter lives at Hull ; he don't know whether he is married ; he thinks he is English.

8th interrogate. To the eighth interrogatory deponent answers, that she is about eighteen hundred tons burthen. She had forty-four, or about that number, of the ship's company, all on board when she was seized. Most of them were British ; some were Dutch. The first, second, and third and fourth officers, the carpenter, the cook, two stewards and three boys, four engineers, three men and himself, joined the vessel at London. Five seamen and fourteen firemen joined at Cardiffe ; nine seamen and one fireman joined at Panillac. Capt. Hunter shipped him and all who went from Cardiffe to

52 Bordeaux.

9th interrogate. To the ninth interrogatory deponent answers, that he belonged to the vessel ; was boatswain; he had no interest in the vessel or cargo. He did not know of any one of the ship's company who had any interest as owner in either.

10th interrogate. To the tenth interrogatory deponent answers, that he has known said vessel about eighteen months, first saw her at London in 1860 She carries two guns. She had about forty-six persons all told on board of her, passengers included. Her name is the Circassian ; he is not aware of her having had any other name.

11th interrogate. To the eleventh interrogatory deponent answers, that she was bound to Havana. The voyage began at Cardiffe, and was to have ended in some port of the United Kingdom. She carried coal from Cardiffe. She had a cargo of brandy, wine, cases and boxes of merchandize and coffee on board when seized, which was put on board in March and April the present year. He don't know as she has any contraband or prohibited goods on board.

12th interrogate. To the twelfth interrogatory deponent answers, that he don't know what documents she had. She sailed from London to Cardiffe, (touching into Falmouth,) from Cardiffe to

53 Bordeaux, from Bordeaux she sailed for Havana, but put into St. Thomas for coal. She was in ballast from London to

Cardiffe; from Cardiffe to Bordeaux she carried coal; from Bordeaux she carried brandy, wine, coffee, and cases of merchandize; and the same on board when she was seized, except some coffee which was thrown overboard. She left London and Cardiffe in February, Bordeaux in the beginning of April, St. Thomas about two weeks since.

13th interrogate. To the thirteenth interrogatory deponent answers, that she carried wine, brandy, coffee, and cases of merchandize when she left Bordeaux, and had the same on board when she was seized, except some coffee which was thrown overboard. It was put on board in March and the beginning of April, 1862; he don't know the quantities of the cargo.

14th interrogate. To the fourteenth interrogatory deponent answers, that Z. C. Pearson & Co. owned the Circassian; he knew them to be the owners by their having control of her. They live in Hull, England; he believes their families live there, and that they are British subjects. He don't know who owns the cargo.

15th interrogate. To the fifteenth interrogatory deponent answers, that he don't know.

16th interrogate. To the sixteenth interrogatory deponent answers, that the cargo was put on board at Bordeaux, France, in March and April last; he believes it was to be delivered at Havana; he
54 don't know who shipped it, or who the consignees or owners are. The cargo consists of wine, brandy, coffee, and other merchandize; he don't know the quantities of each.

17th interrogate. To the seventeenth interrogatory deponent answers, that he don't know.

18th interrogate. To the eighteenth interrogatory deponent answers, that he had no papers relating to the vessel or cargo; he don't know what papers were on board.

19th interrogate. To the nineteenth interrogatory deponent answers, that he don't know the lat. or long. she was in when captured. She was on the coast of Cuba, in sight of land; was told that she was about thirty miles from Havana. She was taken Sunday week, about 12 o'clock mid-day. He did not know of any charter-party for the voyage.

20th interrogate. To the twentieth interrogatory deponent answers, that he don't know what papers were on board; he did not see or know of any papers of any kind being burnt, destroyed, torn, thrown overboard, or hid away on board.

21st interrogate. To the twenty-first interrogatory deponent answers, that he did not know of any war existing at Havana, with the United States, or that Havana was blockaded.

22nd interrogate. To the twenty-second interrogatory deponent answers, that he don't know.

23rd interrogate. To the twenty-third interrogatory de-
55 ponent answers, that he don't know.

24th interrogate. To the twenty-fourth interrogatory deponent answers, that she has not attempted to enter any blockade por on this voyage.

25th interrogate. To the twenty-fifth interrogatory deponent answers, that he don't know.

26th interrogate. To the twenty-sixth interrogatory deponent answers, that if the vessel is condemned, he might lose his wages. No indemnity, or satisfaction, or promise of satisfaction has been made him for this loss.

27th interrogate. To the twenty-seventh interrogatory deponent answers, that he don't know.

28th interrogate. To the twenty-eighth interrogatory deponent answers, that he don't know.

29th interrogate. To the twenty-ninth interrogatory deponent answers, that he don't know.

30th interrogate. To the thirtieth interrogatory deponent answers, that the cargo was taken on board from lighters at Bordeaux and Panillac, from Bordeaux in March and April last.

31st interrogate. To the thirty-first interrogatory deponent answers, that he don't know.

32nd interrogate. To the thirty-second interrogatory deponent answers, that an officer from the Somerset took the copy of the articles which was on board; he don't know where the same is now.

33rd interrogate. To the thirty-third interrogatory deponent answers,
that coffee was thrown overboard to lighten the vessel while
56 she was ashore on a reef, two days before the capture, by order of Capt. Hunter.

34th interrogate. To the thirty-fourth interrogatory deponent answers, that there were two passengers on board—Mr. Burrows and Mr. Coleman. He don't know their business. He heard that Mr. Coleman was purser of the vessel. He heard that Mr. Burrows was in charge of some of the cargo. Mr. Burrows came on board at Bordeaux; Mr. Coleman at Panillac. He don't know where they were going. No one secreted on board. No citizen of the United States on board that he is aware of.

35th interrogate. To the thirty-fifth interrogatory deponent answers, that he don't know anything about the papers of the vessel or cargo, or passengers; he has only signed the shipping articles.

36th interrogate. To the thirty-sixth interrogatory deponent answers, that she was steering, as he believes, towards Havana. He don't know her course. He is not aware that she changed her course on the appearance of the Somerset. He believes she pursued her most direct course towards Havana. He thinks she was about thirty miles from Havana when taken. One American man-of-war was in St. Thomas when she was there.

37th interrogate. To the thirty-seventh interrogatory deponent answers, that he knows nothing about any sale or transfer of the vessel. If restored, he believes she would belong to Z. C. Pearson.

57 38th interrogate. To the thirty-eighth interrogatory deponent answers, that she had two guns mounted on board, medium size. The mate had one gun. No other articles of the kinds enquired about on board to his knowledge.

39th interrogate. To the thirty-ninth interrogatory deponent answers, that Z. C. Pearson, he believes, owns the vessel. He don't know who owns the cargo. He believes she was going to Havana.

40th interrogate. To the fortieth interrogatory deponent answers,

that she had no convoy on this voyage. He don't know anything about the instructions, if any.

41st interrogate. To the forty-first interrogatory deponent answers, not that he is aware of.

42nd interrogate. To the forty-second interrogatory deponent answers, that he don't know.

43rd interrogate. To the forty-third interrogatory deponent answers, that he don't know.

1st additional interrogate. To the first additional interrogatory deponent answers, that he believes she would have entered the port of Havana. He cannot tell what other ports she would have entered.

2nd additional interrogate. To the second additional interrogatory deponent answers, that when fully laden, and coals in, she draws twenty-three and a half feet. He thinks she drew about nineteen feet aft, and eighteen feet foreward. He has not heard any reason, nor does he know why she was not loaded deeper.

58 3rd additional interrogate. To the third additional interrogatory deponent answers, that he only heard some strangers at Bordeaux say that they heard that she was going to run the blockade. Some of the crew suspected that she was going to run the blockade, and left her at Bordeaux, and new men were sent out from London to join her at Bordeaux.

Deposition of Andrew Anderson, at the district court-rooms, Key West, before George D. Allen, prize commissioner, May 13th, 1862.

1st interrogate. To the first interrogatory deponent answers, that he was born in Sweden. He lives in Umd, Sweden; has always lived there. He is a subject of the King of Sweden; is not a citizen of the United States of America; is not married.

2nd interrogate. To the second interrogatory deponent answers, that he was on board the Circassian at the time of capture.

3rd interrogate. To the third interrogatory deponent answers, that she was taken a week ago Sunday. She was in sight of land on the port side. She was about thirty miles from Havana, as he heard some of the crew say. He don't know as the Circassian had any commission. He don't know why the Circassian was taken.

4th interrogate. To the fourth interrogatory deponent answers, that she sailed under the English flag. He don't know what other colors she had.

59 5th interrogate. To the fifth interrogatory deponent answers, that she did not make any resistance to the seizure. The Somerset fired two or three guns. The Somerset made the capture, one other vessel in sight at the time. The Circassian is a merchant vessel; the Somerset is a man-of-war.

6th interrogate. To the sixth interrogatory deponent answers, that he don't know what commission the Somerset had. The Somerset made the capture; he don't know whether the Circassian has been condemned or not.

7th interrogate. To the seventh interrogatory deponent answers, that her name is the Circassian; Capt. Hunter was the master. Further he don't know in regard to the matter in question.

8th interrogate. To the eighth interrogatory deponent answers, that he don't know the tonnage of the Circassian; forty-four men and three boys belonged to her, all on board when she was taken; most of them are English; some of them came on board at London, some at Cardiffe, and some at Bordeaux. The captain shipped him in February, at Cardiffe.

9th interrogate. To the ninth interrogatory deponent answers, that he belonged to the vessel; was a seaman; he did not own any part of the vessel or cargo; he does not know any one of the officers or crew who did.

10th interrogate. To the tenth interrogatory deponent answers, that he has known said vessel since February last; first saw her at
60 Cardiffe; she carried two guns; she had forty-six men and three boys on board, passengers included; he don't know where she was built; her name is the Circassian; he don't know of any other name for her.

11th interrogate. To the eleventh interrogatory deponent answers, that she was going to Havana. The voyage began at Cardiffe; the voyage was to have ended in England; she carried coal from Bordeaux She had wine, oil, coffee, boxes, casks, and some other articles on board when she was taken; it was put on board in March and April, this year. He don't know of any contraband articles or prohibited articles on board.

12th interrogate. To the twelfth interrogatory deponent answers, that he don't know what papers she had. She sailed from Cardiffe to Bordeaux; from Bordeaux she went to St. Thomas; from St. Thomas she was going to Havana. The voyage began at Cardiffe, and would have ended in England. She carried coal from Cardiffe to Bordeaux; she took wine, coffee, oil, boxes, casks, and some other articles on board at Bordeaux, and had the same, except some coffee which was thrown overboard, when she was seized. He cannot tell the day of the
61 month on which she sailed from Bordeaux or St. Thomas.

13th interrogate. To the thirteenth interrogatory deponent answers, that she carried coal from Cardiffe to Bordeaux, and had wine, oil, coffee, and some boxes and casks of merchandize on board when seized; he don't know how much of each kind. The cargo was put on board in March and April, 1862.

14th interrogate. To the fourteenth interrogatory deponent answers, that he don't know.

15th interrogate. To the fifteenth interrogatory deponent answers, that he don't know.

16th interrogate. To the sixteenth interrogatory deponent answers, that the cargo was put on board in March and April, 1862, at Bordeaux and Panillac; he don't know who shipped the cargo, nor who owns it, nor to whom it was consigned.

17th interrogate. To the seventeenth interrogatory deponent answers, that he don't know.

18th interrogate. To the eighteenth interrogatory deponent answers, that he has no papers relating to the vessel or cargo; he don't know what papers were on board.

19th interrogate. To the nineteenth interrogatory deponent answers, that he don't know the lat. or long. of the vessel when she was taken;

she was in sight of land on the port side; she was taken a week ago Sunday. He don't know anything about a charter-party.

20th interrogate. To the twentieth interrogatory deponent answers, that he don't know what papers or letters she had. He saw one
62 of the passengers burn some letters in the cook's fire the day the Circassian was taken.

21st interrogate. To the twenty-first interrogatory deponent answers, that he don't know.

22nd interrogate. To the twenty-second interrogatory deponent answers, that he don't know.

23rd interrogate. To the twenty-third interrogatory deponent answers, that he don't know.

24th interrogate. To the twenty-fourth interrogatory deponent answers, that he don't know.

25th interrogate. To the twenty-fifth interrogatory deponent answers, that he don't know.

26th interrogate. To the twenty-sixth interrogatory deponent answers, that he don't know.

27th interrogate. To the twenty-seventh interrogatory deponent answers, that he don't know.

28th interrogate. To the twenty-eighth interrogatory deponent answers, that he don't know.

29th interrogate. To the twenty-ninth interrogatory deponent answers, that he don't know.

30th interrogate. To the thirtieth interrogatory deponent answers, that the cargo was taken on board at Bordeaux and Panillac in March and April, in lighters from Bordeaux.

31st interrogate. To the thirty-first interrogatory deponent answers, that he don't know.

32nd interrogate. To the thirty-second interrogatory deponent answers, that he don't know.

33rd interrogate To the thirty-third interrogatory deponent answers, that when the Circassian got ashore, the captain ordered some coffee to be thrown overboard to lighten her.

63 34th interrogate. To the thirty-fourth interrogatory deponent answers, that she has two passengers on board; he don't know who they were, or their business; they came on board at Bordeaux or Panillac; he heard they were going to Havana; no one secreted on board.

35th interrogate. To the thirty-fifth interrogatory deponent answers, that he knows nothing about any of the papers of the vessel, cargo, or passengers; he has not written or signed any letters or papers relating to the vessel or cargo.

36th interrogate. To the thirty-sixth interrogatory deponent answers, that she was going towards Havana; she did not change her course on the appearance of the Somerset; he thinks she kept her direct course towards Havana; he heard that she was about thirty miles from Havana.

37th interrogate. To the thirty-seventh interrogatory deponent answers, that he don't know.

38th interrogate. To the thirty-eighth interrogatory deponent

answers, that she has two guns mounted on board. He has only seen two small guns on board. He don't know of any of the other articles enquired about on board.

39th interrogate. To the thirty-ninth interrogatory deponent answers, that he don't know who owns the vessel or cargo; he believes she was going to Havana.

40th interrogate. To the fortieth interrogatory deponent answers, that she had no convoy. He don't know what instructions the captain had.

41st interrogate. To the forty-first interrogatory deponent answers, that he don't know.

64 42nd interrogate. To the forty-second interrogatory deponent answers, that he don't know.

43rd interrogate. To the forty-third interrogatory deponent answers, that he don't know.

1st additional interrogate. To the first additional interrogatory deponent answers, that she would, he believes, have gone to Havana; he don't know where she would have gone to after leaving Havana.

2nd additional interrogate. To the second additional interrogatory deponent answers, that he thinks she drew about twenty-one feet when she came out to sea from Panillac; he don't know what she draws now; he don't know why she was not loaded deeper; he did not hear any one say anything about the matter.

3rd additional interrogate. To the third additional interrogatory deponent answers, that he heard some one of the crew say, when at Bordeaux, that if the blockade was open she was going from Havana to some other place; he did not hear anything more said about the matter that he can recollect.

65 *Deposition of William Andrews at the district court rooms, Key West, before George D. Allen, prize commissioner, May 14th, 1862.*

1st interrogate. To the first interrogatory deponent answers, that he was born in Venice. He has been sailing in English and American ships the last six or seven years; is not married.

2nd interrogate. To the second interrogatory deponent answers, that he was on board the Circassian when she was taken.

3rd interrogate. To the third interrogatory deponent answers, that she was taken Sunday week. She was at sea in sight of land. She was taken into Key West; he don't know as she had any commission. He don't know why the Circassian was taken.

4th interrogate. To the 4th interrogatory deponent answers, that she sailed under the English flag. He did not see any other flag on board.

5th interrogate. To the fifth interrogatory deponent answers, that no resistance was made to the seizure. The man-of-war fired three guns. He don't know the name of the man-of-war which took the Circassian. The Circassian is a merchant steamer. The vessel which made the capture is a man-of-war sailing under the American flag.

6th interrogate. To the 6th interrogatory deponent answers, that

he don't know what commission the man-of-war had. A
66 man-of-war sailing under the American flag made the capture. He don't know as the Circassian has been condemned.

7th interrogate. To the seventh interrogatory deponent answers, that her name is the Circassian. He don't know the name of the captain, nor where he lives, nor where he took command of her or when, nor who put him in command.

8th interrogate. To the eighth interrogatory deponent answers, that he don't know her tonnage. She had about forty-five men and three boys, all told of the ship's company. All on board when she was taken; some English, some Irish, some Scotch, some Swedes; part of the crew shipped at Bordeaux. The captain and shipping-master shipped him at Cardiffe and some other.

9th interrogate. To the ninth interrogatory deponent answers, that he belonged to the company of the vessel; was a seaman. He did not own any part of the vessel or her cargo; he does not know of any of the ship's company who did own in either.

10th interrogate. To the tenth interrogatory deponent answers, that he has known the vessel since he joined her in Cardiffe, first saw her there. She has two guns. She had about forty-seven men all told, passengers included, and three boys, on board. He don't know when she was built. Her name is the Circassian. He don't know
67 of any other name for her.

11th interrogate. To the eleventh interrogatory deponent answers, that she was going, as he was told, to Havana; he don't know where else. The voyage began at Cardiffe. He was told by the shipping-master she was to go to Bordeaux, then to the Mediterranean, then to the West Indies, then back to England. She carried coals from Cardiffe to Bordeaux; from Bordeaux she took wine, brandy, coffee, and other cargo; he cannot tell the month it was put on board. The same cargo is on board, except some coffee which was thrown overboard. He don't know anything about contraband goods.

12th interrogate. To the twelfth interrogatory deponent answers, that he don't know what papers she had. She sailed from Cardiffe to Falmouth, and from Falmouth to Bordeaux, from Bordeaux to St. Thomas, from St. Thomas she was going to Havana, when she was seized. She carried coal from Cardiffe to Bordeaux, and from Bordeaux she took wine, brandy, coffee, and some other articles, which are on board, except some coffee which was thrown overboard.

13th interrogate. To the thirteenth interrogatory deponent answers, that she carried coals from Cardiffe to Bordeaux. From Bordeaux she took brandy, wine, coffee, and other articles, which were on
68 board when she was seized. He don't know how much coffee she had.

14th interrogate. To the fourteenth interrogatory deponent answers, that he don't know who owned the vessel or the cargo on board.

15th interrogate. To the fifteenth interrogatory deponent answers, that he don't know.

16th interrogate. To the sixteenth interrogatory deponent answers, that the cargo was put on board in Bordeaux and Panillac; he don't

know who shipped the cargo, nor who owns it, nor to whom it was consigned, nor where it was to be delivered.

17th interrogate. To the seventeenth interrogatory deponent answers, that he don't know.

18th interrogate. To the eighteenth interrogatory deponent answers, that he has no papers of any kind relating to the vessel or her cargo. He don't know what papers were on board relating to either vessel or cargo.

19th interrogate. To the nineteenth interrogatory deponent answers, that he don't know the lat. or long. of the vessel when she was taken. She was taken Sunday about midday. Further he don't know.

20th interrogate. To the twentieth interrogatory deponent answers, that he don't know what papers were on board. He did not know of any letters or papers being burnt, torn, thrown overboard, destroyed in any manner, or hid away.

69 21st interrogate. To the twenty-first interrogatory deponent answers, that he did not know about any blockade; he had heard about the war in America. He don't know anything further.

22nd interrogate. To the twenty-second interrogatory deponent answers, that he don't know.

23rd interrogate. To the twenty-third interrogatory deponent answers, that he don't know.

24th interrogate. To the twenty-fourth interrogatory deponent answers, that he don't know.

25th interrogate. To the twenty-fifth interrogatory deponent answers, that he don't know.

26th interrogate. To the twenty-sixth interrogatory deponent answers that he don't know or think that he would lose anything. No one has paid him anything or promised him anything for the loss, if he should lose anything.

27th interrogate. To the twenty-seventh interrogatory deponent answers, that he don't know.

28th interrogate. To the twenty-eighth interrogatory deponent answers, that he don't know.

29th interrogate. To the twenty-ninth interrogatory deponent answers, that he don't know.

30th interrogate. To the thirtieth interrogatory deponent answers, that the cargo came on board from the shore at Bordeaux by lighters, and at Panillac. Some was brought down the river, he believes, from Bordeaux.

31st interrogate. To the thirty-first interrogatory deponent answers, that he don't know.

32nd interrogate. To the thirty-second interrogatory deponent answers, that he don't know.

70 33rd interrogate. To the thirty-third interrogatory deponent answers, that the Circassian got ashore, and coffee was thrown overboard to lighten her; he believes by the captain's orders.

34th interrogate. To the thirty-fourth interrogatory deponent answers, that there were two passengers on board they came on board at Bordeaux; he don't know their business; he don't know where they were going. No one secreted on board. Further he don't know.

35th interrogate. To the thirty-third interrogatory deponent answers, that he don't know anything about any of the papers of the vessel or cargo or passengers. He has not written or signed any letters or papers, relating to this vessel or cargo.

36th interrogate. To the thirty-sixth interrogatory deponent answers, that he believes the Circassian was steering for Havana. He does not think she changed her course, on the appearance of the man-of-war. Further he don't know.

37th interrogate. To the thirty-seventh interrogatory deponent answers, that he don't know.

38th interrogate. To the thirty-eighth interrogatory deponent answers, that she had two guns mounted on board. He does not know of any of the articles enquired about on board.

71 39th interrogate. To the thirty-ninth interrogatory deponent answers, that he don't know who owns the vessel or cargo. He believes she was going to Havana.

40th interrogate. To the fortieth interrogatory deponent answers, that she had no convoy on this voyage. He don't know what instruction the captain had.

41st interrogate. To the forty first interrogatory deponent answers, that she has not attempted to enter any blockaded port on this voyage.

42nd interrogate. To the forty-second interrogatory deponent answers, that he don't know

43rd interrogate. To the forty-third interrogatory deponent answers, that he don't know.

1st additional interrogate. To the first additional interrogatory deponent answers, that she would have gone, he believes, to Havana; he cannot tell where else.

2nd additional interrogate. To the second additonal interrogatory deponent answers, that he thinks she draws about twenty-two or twenty-three feet, when fully laden; he don't know how much she draws now. He did not hear any one say why she was not loaded deeper; he don't know any reason why she was not loaded deeper.

3rd additional interrogate. To the third additional interrogatory deponent answers, that he has not heard any one say that she was going to run or break any blockade, or go into any blockaded port, after going to Havana.

72 *Deposition of George Atkinson, at the district court-rooms, Key West, before George D. Allen, prize commissioner, May 14th,* 1862.

1st interrogate. To the first interrogatory deponent answers, that he was born in Hull, England; he now lives in London; has lived there about six months; has always lived in England; is a subject of Queen Victoria, Queen of Great Britain and Ireland; is not a citizen of the United States; is married; wife and family live in London.

2nd interrogate. To the second interrogatory deponent answers, that he was present at the capture.

3rd interrogate. To the third interrogatory deponent answers, that the Circassian was seized on the 4th day of May instant, about three leagues from land, off the coast of Cuba. She was brought into the

port of Key West; she had no commission or letters of the kind, to his knowledge; he did not hear the captors give any reason for the seizure.

4th interrogate. To the fourth interrogatory deponent answers, that she sailed under the English flag; he did not see any other national flag on board; she had a set of signals (Maryatt's he believes) on board.

5th interrogate. To the fifth interrogatory deponent answers,
73 that no resistance was made to the seizure; three shot and one blank shell was fired by the Somerset; one schooner in sight at the time; the Somerset made the capture; the Circassian is a merchant steamer; the Somerset is a gunboat of the United States; he believes she carries six guns.

6th interrogate. To the sixth interrogatory deponent answers, that he don't know as the Somerset had any commission to act in the seizure of the Circassian. The Somerset made the capture. The Circassian has not been condemned as he knows.

7th interrogate. To the seventh interrogatory deponent answers, that her name is the Circassian; Edward Hunter was master. He don't know who appointed Captain Hunter to the command, nor who delivered her to him. He took possession of her in London in February. The master lives in Hull. He has known him about ten years; the vessel about six months. The master is not married; is a British subject.

8th interrogate. To the eight interrogatory deponent answers, that her tonnage is about one thousand tons net weight, (engine, furnace, and coal-bunkers not included.) She had about forty-five men and boys belonging to her; all on board when she was seized. About thirty-five of them joined at Cardiffe in February last; were shipped by the captain. Ten joined at Bordeaux; they were hired in
74 London, and sent to Panillac to join the vessel there. Most of the crew are British subjects.

9th interrogate. To the ninth interrogatory deponent answers, that he belonged to the Circassian; was third mate. He had no interest in the vessel or her cargo. Neither of the officers or crew of the Circassian had any interest in the vessel or cargo, to his knowledge.

10th interrogate. To the tenth interrogatory deponent answers, that he has known the vessel about six months; first saw her in London. He don't know where she was built. Her name is the Circassian; he believes she has always been called by that name. She carried two signal guns. She had forty-seven persons, including two passengers and three boys, on board.

11th interrogate. To the eleventh interrogatory deponent answers, that she was bound to Havana; he don't know where else. The voyage began at Cardiffe, and would have ended at a final port of discharge in Great Britain. She carried coals from Cardiffe to Bordeaux. She had wine, brandy, sardines, olive oil, bale goods, tea, coffee, soda, on board when she was taken. It was put on board in March and April last. She had no contraband or prohibited goods on board to his knowledge.

75 12th interrogate. To the twelfth interrogatory deponent an-

swers, that he never saw her papers. She sailed from Cardiffe to Bordeaux; from Bordeaux she sailed for Havana; put into St. Thomas for coals. She sailed thence for Havana, and was seized on the passage. She carried coals from Cardiffe to Bordeaux, and took in at Bordeaux brandy, wine, sardines, oil of olives, bale goods, coffee, tea, and soda. She had the same cargo on board when she was seized, except about five hundred bags of coffee, which were thrown overboard. She sailed from Bordeaux about the 14th of April; St. Thomas about the 29th—30th of April.

13th interrogate. To the thirteenth interrogatory deponent answers, that she carried coal when she left Cardiffe, and had brandy, wine, coffee, tea, bale goods, oil of olives, soda, sardines, on board when seized; he cannot tell the quantities of each sort.

14th interrogate. To the fourteenth interrogatory deponent answers, that Zachariah C. Pearson & Co. own the Circassian; he knows them to be owners by their having the control, and being reputed to be the owners of her. He believes they are English by birth. They live in Hull; they have lived there about ten years or more. He don't know their previous residence, but believes they have always lived in
76 Hull. They are British subjects. He don't know who owns the cargo.

15th interrogate. To the fifteenth interrogatory deponent answers, that he has no knowledge of any bill of sale or agreement for the transfer of the vessel.

16th interrogate. To the sixteenth interrogatory deponent answers, that the cargo was put on board at Bordeaux in March and April last. He don't know the names of the shippers of the cargo, or the owners; he don't know to whom it was consigned. He believes the cargo was to be landed in Havana. He cannot tell the quantities of the cargo. If restored, he believes it would belong to parties in Havana.

17th interrogate. To the seventeenth interrogatory deponent answers, that he knows nothing about the bills of lading.

18th interrogate. To the eighteenth interrogatory deponent answers, that he did not know what papers were on board relating to the vessel or cargo; he had none relating to either.

19th interrogate. To the nineteenth interrogatory deponent answers, that she was on the coast of Cuba, about three leagues from land, on Sunday, the 4th day of May instant, about half-past eleven o'clock in the morning when seized. He don't know of any charter-party for the voyage.

77 20th interrogate. To the twentieth interrogatory deponent answers, that he don't know what papers or letters were on board; he had no knowledge of any papers being burnt, torn, thrown overboard, or concealed on board.

21st interrogate. To the twenty-first interrogatory deponent answers, that he had no knowledge of any port being blockaded to which this vessel was going; he don't know what information the master or owners had; he knew that the southern ports of the United States were blockaded.

22nd interrogate. To the twenty-second interrogatory deponent answers, that he knew that the southern ports of the United States

were under an order of blockade by the government of the United States; proclamation had been made by the Queen, giving notice of the blockade of the southern ports of the United States.

23rd interrogate. To the twenty-third interrogatory deponent answers, that he don't know.

24th interrogate. To the twenty-fourth interrogatory deponent answers, that she has not attempted to enter or come out of any blockaded port.

25th interrogate. To the twenty-fifth interrogatory deponent answers, that she has not been before seized, to his knowledge.

26th interrogate. To the twenty-sixth interrogatory deponent answers, that he would only lose his wages; no indemnity or
78 satisfaction, or promise of satisfaction, has been received for this loss.

27th interrogate. To the twenty-seventh interrogatory deponent answers, that he don't know of any insurance on either vessel or cargo.

28th interrogate. To the twenty-eighth interrogatory deponent answers, that he believes the cargo, on being unladen, would be the property of the consignees; he don't know who the consignees are.

29th interrogate. To the twenty-ninth interrogatory deponent answers, that he believes the wine and brandy were French manufacture; he cannot tell about the other articles.

30th interrogate. To the thirtieth interrogatory deponent answers, that the cargo was taken on board from lighters at Bordeaux and Panillac. All came from Bordeaux.

31st interrogatory. To the thirty-first interrogatory deponent answers, that there are no such papers, to his knowledge.

32nd interrogate. To the thirty-second interrogatory deponent answers, that he don't know of any papers being taken from the vessel by any one.

33rd interrogate. To the thirty-third interrogatory deponent answers, that about five hundred bags of coffee were thrown overboard to lighten her when she was ashore on the reef by order of the master.

79 34th interrogate. To the thirty-fourth interrogatory deponent answers, that there were two men on board who he believes were passengers, Mr. Coleman and Mr. Burrons; he don't know their occupation or business of either of them; they were English; they came on board at Bordeaux; they were going to Havana; he don't know where else; he had no knowledge of either of them having any control over or interest in the vessel or her cargo; no one secreted on board; he don't think there was any citizen or resident of the United States on board.

35th interrogate. To the thirty-fifth interrogatory deponent answers, that he does not know anything about the papers of the vessel, or her cargo, or the passengers; he don't know of any letters or papers relating to the vessel or her cargo being sent anywhere. He has not written or signed any letters or papers relating to either the vessel or the cargo.

36th interrogate. To the thirty-sixth interrogatory deponent

answers, that he first saw the Somerset about half-past ten on the morning of the capture; the Circassian was steering to the westward; she did not change her course on the appearance of the Somerset; she had been pursuing her most direct course from Bordeaux for Havana till she changed her course for St. Thomas, because she was out of coals; there was a United States man-of-war in St.
80 Thomas when the Circassian was there.

37th interrogate. To the thirty-seventh interrogatory deponent answers, that he don't know of any sales of the vessel or transfers of her; if restored, he believes she would belong to Zachariah C. Pearson & Co.

38th interrogate. To the thirty-eighth interrogatory deponent answers, that she had two signal guns mounted on board; she had no arms or ammunition belonging to her; the mate had one small gun and a cutlass; there were no articles of the kinds enquired about on board, to his knowledge, or thrown overboard.

39th interrogate. To the thirty-ninth interrogatory deponent answers, that Zachariah C. Pearson & Co., of Hull, England, own the vessel; he don't know who owns the cargo; he believes she was going to Havana.

40th interrogate. To the fortieth interrogatory deponent answers, that she had no convoy on this voyage; he don't know of any instructions of the kind.

41st interrogate. To the forty-first interrogatory deponent answers, that she has not attempted to enter any blockaded port.

42nd interrogate. To the forty-second interrogatory deponent answers, that not to his knowledge.

43rd interrogate. To the forty-third interrogatory deponent answers, she never did.

1st additional interrogatory. To the first additional interrogatory deponent answers, that she would have entered the port of
81 Havana; he don't know what other port she would have entered.

2nd additional interrogate. To the second additional interrogatory deponent answers, that she draws twenty-three feet when fully laden. He don't know how much she drew when taken; he believes she drew about nineteen feet. She drew about twenty-two feet with her coals in when she left Panillac, which was sufficiently deep for sea. He did not hear any one say why she was not loaded deeper.

3rd additional interrogate. To the third additional interrogatory deponent answers, that he has not heard any one speak or say anything about the vessel's entering or running into any blockaded port.

Deposition of Thomas Kidd, at the district court-rooms, Key West, before George D. Allen, prize commissioner, May 15th 1862.

1st interrogate. To the first interrogatory deponent answers, that he was born in Scotland; he lives at Arbroath, Scotland; has lived there twenty-one years. He is a subject of Victoria, Queen of Great Britain and Ireland; is not a citizen of the United States; is not married.

2nd interrogate. To the second interrogatory deponent answers, that he was present at the time of the capture of the steamship Circassian and her cargo.

3rd interrogate. To the third interrogatory deponent answers, that she was taken on Sunday, the fourth day of May instant. She
82 was about nine or ten miles off the land, which he was told was the coast of Cuba. She had no commission or letters of the kind that he is aware of. He don't know why she was seized.

4th interrogate. To the fourth interrogatory deponent answers, that she sailed under the English colors. He never saw any other colors on board.

5th interrogate. To the fifth interrogatory deponent answers, that no resistance was made to the seizure. The Somerset fired three guns. The Somerset made the capture. Two or three small vessels in sight near the land at the time. The Circassian is a merchant vessel. The Somerset is a gunboat, sailing the United States flag.

6th interrogate. To the sixth interrogatory deponent answers, that the Somerset made the capture. He don't know as she had any commission authorizing her to make the capture of the Circassian. The Circassian has not been condemned, as he knows.

7th interrogate. To the seventh interrogatory deponent answers, that her name is the Circassian. Captain Hunter is the master. He don't know who appointed him to the command. He took command at London or Cardiffe. He don't know who delivered her to him. Captain Hunter joined the Circassian in February last. He
83 thinks Captain Hunter is English. He don't know where he lives, nor where he was from, nor whether married or not. He has known him since he joined the Circassian.

8th interrogate. To the eighth interrogatory deponent answers, that the Circassian is about one thousand and forty-five tons net register. She had forty-seven persons of the vessel's company all on board when she was taken Most of the ship's company are British subjects. Part came on board at London in February, part at Cardiffe in February, and part at Panillac in March and April. Capt. Chambers, the ship's husband, hired him at London, in January or February. He signed articles for the voyage at Cardiffe on the 17th day of February. The steward, cook, boatswain, and chief mate, also went in her from London.

9th interrogate. To the ninth interrogatory deponent answers, that he belonged to the company of the vessel; was carpenter. He has no interest or share in the Circassian or her cargo. He don't know of any one of the ship's company who had any interest in the vessel or her cargo.

10th interrogate. To the tenth interrogatory deponent answers, that he has known the Circassian since October last; first saw her at London, in October, 1861; she has two guns. She had forty-nine persons, all told, passengers and boys included, on board
84 of her. She was a British-built vessel. Her name is the Circassian. He believes she has been called by that name since she was built. He never heard any other name for her.

11th interrogate. To the eleventh interrogatory deponent answers,

that she was bound to Havana. The voyage began at Cardiffe, and was to have ended in some port in the United Kingdom. She carried coals from Cardiffe. She had wine, brandy, coffee, bales of goods, (one bale was opened, in which were blankets,) rosin, cases of merchandise, (one case was opened, which contained Blucher boots,) casks of merchandise (one cask was opened, which was soda) on board when she was taken. The cargo was put on board in March last. He don't know of any contraband or prohibited goods on board.

12th interrogate. To the twelfth interrogatory deponent answers, that she was registered as a British vessel. He don't know anything further about her papers. She sailed from Cardiffe for Bordeaux; put into Falmouth on account of the weather; thence she went to Bordeaux; from thence she sailed for Havana; put into St. Thomas for coals; thence she sailed for Havana, and was taken on the
85 passage. She carried coals from Cardiffe to Bordeaux. From Bordeaux she took brandy, wine, coffee, bales of goods, casks of rosin, soda, and cases of merchandise, which were on board when she was taken, except some coffee which was thrown overboard. She sailed from Cardiffe the 19th day of February; from Panillac in April, and St. Thomas the latter part of April.

13th interrogate. To the thirteenth interrogatory deponent answers, that she carried coals from Cardiffe. She had on board, when taken, brandy, wine, coffee, boots, soda, rosin, and blankets. He cannot tell the quantities of each. The cargo was put on board in March last.

14th interrogate. To the fourteenth interrogatory deponent answers, that Z. C. Pearson & Co., of London, own the vessel. He heard at London that they owned the vessel. He believes they are English. He believes Mr. Pearson and family live at Hull; he cannot tell anything further about them. He don't know who owns the cargo.

15th interrogate. To the fifteenth interrogatory deponent answers, that he don't know of any bill of sale or agreement for the transfer of the vessel.

16th interrogate. To the sixteenth interrogatory deponent answers, that the cargo was put on board at Bordeaux and Panillac in
86 March last. He don't know who shipped the cargo, nor who owns the cargo, nor to whom it was consigned. He believes the cargo was to be delivered at Havana; he cannot tell on whose real account, risk, and benefit.

17th interrogate. To the seventeenth interrogatory deponent answers, that he knows nothing about the bills of lading.

18th interrogate. To the eighteenth interrogatory deponent answers, that he had no bills of lading, invoices, or other papers relating to the vessel or cargo. He don't know what papers, documents, letters or invoices, or writings relating to the vessel or cargo were on board.

19th interrogate. To the nineteenth interrogatory deponent answers, that he cannot tell the lat. or long. of the vessel when seized; it was Sunday, the 4th day of May, about half-past ten or eleven o'clock in the morning She was off the coast of Cuba. He don't know of any charter-party for the voyage.

20th interrogate. To the twentieth interrogatory deponent answers, that he don't know what papers, letters, or documents were on board

of her. He did not know of any letters or papers being burnt, torn, thrown overboard, or concealed, or destroyed in any manner on board.

87 21st interrogate. To the twenty-first interrogatory deponent answers, that he did not know of any state of war existing at any port, or that any port was blockaded to which the Circassian was going.

22d interrogate. To the twenty-second interrogatory deponent answers, that he don't know.

23rd interrogate. To the twenty-third interrogatory deponent answers, that he don't know.

24th interrogate. To the twenty-fourth interrogatory deponent answers, that he does not believe she has attempted to enter or come out of any blockaded port.

25th interrogate. To the twenty-fifth interrogatory deponent answers, that he has not been before seized as he is aware of.

26th interrogate. To the twenty-sixth interrogatory deponent answers, that he could only lose his wages; no indemnity, or satisfaction, or promise has been received for this loss.

27th interrogate. To the twenty-seventh interrogatory deponent answers, that he don't know whether there is any insurance on the vessel or cargo or not.

28th interrogate. To the twenty-eighth interrogatory deponent answers, that he don't know.

29th interrogate. To the twenty-ninth interrogatory deponent answers, that he don't know.

30th interrogate. To the thirtieth interrogatory deponent answers, that the cargo was taken on board from lighters at Bordeaux and Paniliac in March last.

31st interrogate. To the thirty-first interrogatory deponent answers, that he don't know.

88 32nd interrogate. To the thirty-second interrogatory deponent answers, that he don't know.

33rd interrogate. To the thirty-third interrogatory deponent answers, that about five hundred bags of coffee were thrown overboard to lighten the vessel when she was ashore two days before the capture. The captain ordered the coffee to be thrown overboard.

34th interrogate. To the thirty-fourth interrogatory deponent answers, that Mr. Coleman and Burrons, he thinks, were passengers. He don't know their occupation or profession; he believes they are English; he don't know as they had any commission. They came on board at Bordeaux; he believes they were going to Havana. He is not aware that either of them had any control or authority over the vessel or any part of the cargo on board. He don't know their business. No one secreted on board. No residents of any part of the United States on board, to his knowledge.

35th interrogate. To the thirty-fifth interrogatory deponent answers, that he knows nothing about the papers relating to the vessel or her cargo or the passengers on board. He don't know where any letters or papers are relating to the vessel or cargo. He has not written

89 or signed any letters or papers that relate to the vessel or cargo.

36th interrogate. To the thirty-sixth interrogatory deponent answers, that he first saw the Somerset about ten o'clock the morning of the capture. He believes the Circassian was steering her course for Havana. She did not change her course on the appearance of the Somerset. He believes that she pursued her direct course from Bordeaux, towards Havana, till she was found to be short of coals. She then went to St. Thomas. He believes she was about thirty or forty miles from Havana when taken. He saw one United States man-of-war at St. Thomas.

37th interrogate. To the thirty-seventh interrogatory deponent answers, that he don't know anything about any sales or transfers of the Circassian. If restored, he believes she would belong to Z. C. Pearson & Co.

38th interrogate. To the thirty-eighth interrogatory deponent answers, that she had two signal guns mounted on board. No arms or ammunition belonging to her. None of the articles enquired about on board, to his knowledge.

39th interrogate. To the thirty-ninth interrogatory deponent answers, that he believes Z. C. Pearson & Co. own the vessel. He cannot tell who owns the cargo. He believes she was going to Havana.

40th interrogate. To the fortieth interrogatory deponent
90 answers, that she had no convoy on this voyage. He don't know of any such instructions.

41st interrogate. To the forty-first interrogatory deponent answers, that she has not attempted to enter or come out of any blockaded port on this voyage.

42nd interrogate. To the forty-second interrogatory deponent answers, that not to his knowledge.

43rd interrogate. To the forty-third interrogatory deponent answers, not to his knowledge.

1st additional interrogate. To the first additional interrogatory deponent answers, that he believes she would have entered Havana as the first port; from Havana he believes she would have gone to a port in England.

2nd additional interrogate. To the second additional interrogatory deponent answers, that she would draw about twenty-three and a a half feet, when fully loaded, with coals in. She drew about seventeen feet and a half when she was captured. She was loaded to twenty-one feet two inches, with coals in, when she left Panillac. He heard that the owners would not allow her to be loaded any deeper, on account of danger of getting damage at sea. He thinks she was fairly loaded.

3rd additional interrogate. To the third additional interrogatory deponent answers, that he has not heard any one connected in any way with the cargo or the management of the vessel say
91 anything about her running the blockade at any time.

Deposition of William C. K. John, at the district court rooms, Key West, before George D. Allen, prize commissioner, May 15th, 1862.

1st interrogate. To the first interrogatory deponent answers, that he was born in England; he now lives in London; he is a subject of Queen Victoria, and owes allegiance to the sovereign of Great Britain and Ireland; is not a citizen of the United States; is not married.

2nd interrogate. To the second interrogatory deponent answers, that he was present at the time of the capture of the steamship Circassian.

3rd interrogate. To the third interrogatory deponent answers, that she was captured on the 4th day of May, instant, about thirty miles from the Moro Castle, off the coast of Cuba. She was taken into Key West. She had no letters or commission authorizing her to make prizes. He did not hear any reason given by the captors for the seizure.

4th interrogate. To the fourth interrogatory deponent answers, that she sailed under the English colors. She had had the United States flag on board. She had been in the mail service of the United States.

5th interrogate. To the fifth interrogatory deponent answers, that she made no resistance to the capture. The Somerset fired one
92 blank charge and three or four shell. The Somerset made the capture. Two or three small vessels in sight at the time. The Circassian is a merchant steamer. The Somerset is a United States man-of-war steamer of six guns.

6th interrogate. To the sixth interrogatory deponent answers, that he has no knowledge of any commission of the Somerset. The Somerset made the capture. The Circassian has not been condemned, to his knowledge.

7th interrogate. To the seventh interrogatory deponent answers, that her name is the Circassian Edward Hunter is master. He believes Z. C. Pearson & Co., of Hull, England, appointed him to the command. He took command of her in London in February last. He, the deponent, was in charge of the vessel when Captain Hunter took command. He has known the Circassian since November last, and Capt. Hunter since he took command. He believes Capt. Hunter was born at Hull, and lives at Hull, and that he is not married. He is a subject of Queen Victoria.

8th interrogate. To the eighth interrogatory deponent answers, that the net tonnage of the Circassian is about one thousand and forty-nine register tons. She had between forty and fifty persons of the vessel's company belonging to her all on board when she
93 was seized. Part of them are British subjects. He has no knowledge of what country the others of the crew were. The officers and engineers joined her at London. Himself, the second and fourth officers, and the chief engineer, were on board on the former voyage of the Circassian. He was hired by the owners; he believes the former master hired the others. The third officer, boat-

swain, cook, steward, carpenter, second steward, and some of the engineers and firemen, and three boys, joined at London, were hired by the master in February last. A part of the remaining portion of the crew were hired by the master, and joined the vessel at Cardiffe, in February last; the others came on board at Panillac, and were shipped by the master.

9th interrogate. To the ninth interrogatory deponent answers, that he belonged to the company of the vessel; was chief officer. He did not own any part or share of the vessel or the cargo on board of her. Neither the master or the officers or crew of the Circassian owned any part of the vessel or her cargo, to his knowledge.

10th interrogate. To the tenth interrogatory deponent answers, that he has known said vessel since November last; first saw her at London in November 1861. She carried two guns. She had about
94 fifty persons on board of her, passengers and boys included. She was a British-built vessel; her name is the Circassian. She has been called by that name since she was built.

11th interrogate. To the eleventh interrogatory deponent answers, that she was bound to Havana; he cannot tell where she would have gone after leaving Havana, but believes to some port in England. The voyage began at Cardiffe, and would have ended at some port in the United Kingdom. She carried coals from Cardiffe to Bordeaux. She had a general cargo, consisting of wine, spirits, oil, drugs, preserves, soda, coffee, spices, and Manchester goods on board when seized, which were put on board in March and April last. So far as he knows she had no contraband or prohibited goods on board

12th interrogate. To the twelfth interrogatory deponent answers, that she had, he believes, a register as a British vessel, and a manifest of cargo. She went from Cardiffe to Bordeaux; from thence she sailed for Havana, and touched into St. Thomas. She sailed from St. Thomas about the 28th day of April for Havana, and was captured on the voyage. The voyage began at Cardiffe in February last, and
95 was to have ended at some port in the United Kingdom. She carried coals from Cardiffe to Bordeaux, and at Bordeaux she took in the same cargo which she now has on board.

13th interrogate. To the thirteenth interrogatory deponent answers, that she carried coals when she left Cardiffe. She has wine in boxes and casks, spirits in casks and cases, oils in cases and tins; drugs, preserves, soda in casks, bags of coffee, spices in bags, bales, casks and cases of Manchester goods, paints in tins; he cannot tell the quantities of each sort. It was put on board in March and April, 1862.

14th interrogate. To the fourteenth interrogatory deponent answers, that Z. C. Pearson owns the Circassian; he knows him to be the owner by common report. He is English by birth; he lives at Hull, and his family; he dont know how long he has resided there, or where he previously resided. He is a subject of Great Britain. He does not know who owns any part of the cargo on board.

15th interrogate. To the fifteenth interrogatory deponent answers, that he don't know of any bill of sale or agreement for the transfer of the vessel being made at any time.

16th interrogate. To the sixteenth interrogatory deponent answers,

that the cargo was put on board at Bordeaux and Panillac in
96 March and April last. He don't know who the owners of the cargo are; he don't know to whom it was consigned. He believes the cargo was to be delivered at Havana; he don't know on whose real account, risk and benefit. The cargo consists of wine, spirits, oil, soda, paint, drugs, coffee, spices and Manchester goods; he cannot tell the quantities. If restored, he cannot tell who the cargo would belong to.

17th interrogate. To the seventeenth interrogatory deponent answers, that he don't know anything about the bills of lading.

18th interrogate. To the eighteenth interrogatory deponent answers, that he has had no bills of lading, invoices, or other papers, relating to the vessel or her cargo He does not know what bills of lading, invoices, or other papers, were on board.

19th interrogate. To the nineteenth interrogatory deponent answers, that she was in about lat. 23° 10', N., long. 81° 50' W. when captured, on the 4th day of May instant, about twelve o'clock midday. She was about thirty miles from Havana. He don't know of any charter, party for the voyage.

20th interrogate. To the twentieth interrogatory deponent answers, that he don't know what papers and documents and letters were on board of her. He believes the master had some letters or papers
97 destroyed or burnt on board. He don't know what the letters or papers were which were burnt or destroyed.

21st interrogate. To the twenty-first interrogatory deponent answers, that he knew of blockades existing, but not at any port to which the Circassian was bound.

22nd interrogate. To the twenty-second interrogatory deponent answers, that the United States government had ordered a blockade of the southern ports; he did not know of any notice having been given the master or owner or written on the vessel's papers of the blockade.

23rd interrogate. To the twenty-third interrogatory deponent answers, that the register of the Circassian had not been examined by any officer of the United States previous to the capture, to his knowledge.

24th interrogate. To the twenty-fourth interrogatory deponent answers, that she has not attempted to go into or come out of any blockaded port.

25th interrogate. To the twenty-fifth interrogatory deponent answers, that she has not been before seized, to his knowledge.

26th interrogate. To the twenty-sixth interrogatory deponent answers, that he would not lose anything.

27th interrogate. To the twenty-seventh interrogatory deponent answers, that he don't know of any insurance on either the vessel or the cargo.

98 28th interrogate. To the twenty-eighth interrogatory deponent answers, that he don't know who the cargo would have belonged to on its being unladen.

29th interrogate. To the twenty-ninth interrogatory deponent answers, that he believes the wine and brandy were French manufac-

ture, some of the cargo English manufacture, the balance of the cargo he cannot tell what country it was the growth or produce of.

30th interrogate. To the thirtieth interrogatory deponent answers, that the cargo was taken on board from lighters at Bordeaux and Panillac in March and April last.

31st interrogate. To the thirty-first interrogatory deponent answers, that he don't know.

32nd interrogate. To the thirty-second interrogatory deponent answers, that the officers of the Somerset took the vessel's papers, and all the papers and letters to be found on board after the capture. He don't know where they are now.

33rd interrogate. To the thirty-third interrogatory deponent answers, that about fifty tons of coffee was thrown overboard to lighten her when ashore on the Bahama reef, by order of the master.

34th interrogate. To the thirty-fourth interrogatory deponent answers, that there were two passengers on board, Mr. Coleman and Mr. Burrons; they were English; he don't know their occupa-
99 tion; he don't know that they had any commission. They came on board at Bordeaux or Panillac. They were destined he believes to Havana, he don't know upon what business. He believes Mr. Burrons had some concern with a portion of the cargo on board. He don't know whether Mr. Coleman had anything to do with the vessel or cargo or not. No citizens or residents of the United States on board that he knew of.

35th interrogate. To the thirty-fifth interrogatory deponent answers, that he don't know anything about the papers relating to the vessel or cargo. He believes that Mr. Coleman and Mr. Burrons had passports for Havana; he don't know of whom they were obtained. He don't know of any letters or papers relating to the vessel or cargo being sent anywhere. He signed receipts for the cargo when it came on board. He does not recollect of having written or signed any other papers or letters relating to the vessel or her cargo, except the entries in the cargo book.

36th interrogate. To the thirty-sixth interrogatory deponent answers, that he first saw the Somerset about half-past eight or nine o'clock on the morning of the capture. The Circassian was then steering towards Havana. Her course was not altered upon the appear-
100 ance of the Somerset. Her course was most direct from Bordeaux to Havana, till she was found to be getting short of coals, when the course was altered to St. Thomas. She pursued her direct course from St. Thomas towards Havana; she was about thirty miles from Havana when taken.

37th interrogate. To the thirty-seventh interrogatory deponent answers, that he don't know of any sale or transfer of the Circassian at any time. If restored, he believes that she would still belong to Z. C. Pearson & Co., of Hull, England.

38th interrogate. To the thirty-eighth interrogatory deponent answers, that she has two signal guns, about twelve-pounders, on board. No arms belonging to her. She has about a dozen charges of powder for signals. He has a sword and rifle on board. She had none of the articles enquired about on board this voyage.

39th interrogate. To the thirty-ninth interrogatory deponent answers, that he believes that Z. C. Pearson & Co. own the vessel. He don't know who owns the cargo. She was destined to Havana.

40th interrogate. To the fortieth interrogatory deponent answers, that she had no convoy. He had no such instructions. He did not know of any such instructions being on board.

101 41st interrogate. To the forty-first interrogatory deponent answers, that she has not attempted to enter or come out of any blockaded port.

42d interrogate. To the forty-second interrogatory the deponent answers no.

43d interrogate. To the forty-third interrogatory deponent answers, that the Circassian has not so acted.

1st additional interrogate. To the first additional interrogatory deponent answers, that the first port the Circassian would have entered, had she not been captured, was Havana; he don't know what the second or third port she would have entered would have been, but believes ports in England.

2d additional interrogate. To the second additional interrogatory deponent answers, that she draws about twenty-two feet when fully laden and coals in; he don't know how much she drew when captured; he did not hear any one say why she was not loaded deeper; she was loaded when she left Panillac as deep as prudence would dictate.

3d additional interrogate. To the third additional interrogatory deponent answers, that he heard at Bordeaux, from persons who had no interest in the vessel or cargo that he knew of, say that the Circassian was going to run the blockade. Upon inquiry of the master he was told by him that there was no such thing contemplated as running or breaking the blockade; the Circassian was going

102 to Havana, and thence to Europe.

Deposition of John Vivian, at the district court-rooms, Key West, before George D. Allen, prize commissioner, May 16th, 1862.

1st interrogate. To the first interrogatory deponent answers, that he was born in England. He lives in London; has lived there thirteen years. He is a subject of Victoria, Queen of Great Britain and Ireland; is not a citizen of the United States; is not married.

2nd interrogate. To the second interrogatory deponent answers, that he was on board the steamship Circassian at the time of her capture.

3rd interrogate. To the third interrogatory deponent answers, that she was taken on Sunday, the 4th day of May instant. She was at sea in sight of land; she had no commission or letters of the kind that he is aware of. He did not hear the captors give any reason for the seizure.

4th interrogate. To the fourth interrogatory deponent answers, that she sailed under the English colors. She may have had a United States flag on board.

5th interrogate. To the fifth interrogatory deponent answers, that

no resistance was made to the seizure. The Somerset fired three or four guns. He did not see any other vessels in sight at the time The Somerset made the capture. The Circassian is a merchant steamer.

The Somerset is an armed vessel, sailing, to the best of his
103 knowledge, under the United States flag.

6th interrogate. To the sixth interrogatory deponent answers, that he heard one of the officers of the Somerset say that they had orders from the commodore to capture the Circassian. The Somerset made the capture. He don't know as the Circassian has been condemned.

7th interrogate. To the seventh interrogatory deponent answers, that her name is the Circassian; Edward Hunter is master. He don't know who appointed the captain to the command. He took full command of her at Cardiffe. He has known the Circassian about four years, and Captain Hunter since February last. Capt. Hunter joined the Circassian at London in February last. Capt. William Chambers, the ship's husband, came on board with him, and both were on board till the vessel reached Cardiffe, in February. He don't know where Capt. Hunter lives, or where he was born; he believes him to be English; he don't know what country he is a subject or citizen of at present.

8th interrogate. To the eighth interrogatory deponent answers, that he don't know the tonnage of the Circassian. She had forty-seven persons belonging to the vessel's company, all on board at the time of her capture; most of them are British subjects; a part of them joined the vessel at London in February; part at Cardiffe in February, and part came from London to join her at Panillac, the latter part of March or early in April. Capt. Hunter shipped
104 the crew at Cardiffe for a foreign voyage in February.

9th interrogate. To the ninth interrogatory deponent answers, that he belonged to the vessel; was steward. He had no share or interest in the Circassian or her cargo on board. He does not know of any of the officers or crew who had any interest in either the vessel or her cargo.

10th interrogate. To the tenth interrogatory deponent answers, that he has known the Circassian about four years; first saw her at Galway, or some English port, about the year 1858; she carried two guns; she was a British-built vessel; her name is the Circassian; she has been called by that name since she was built.

11th interrogate. To the eleventh interrogatory deponent answers, that she was bound to Havana. The voyage began at Cardiffe, and was to have ended at some port in the United Kingdom. She carried coals from Cardiffe to Bordeaux. She had wine, brandy, and general cargo on board when she was seized, which was put on board in March last. He don't know as she had any contraband or prohibited goods on board.

12th interrogate. To the twelfth interrogatory deponent answers, that he believes she was registered as a British vessel. She sailed from Cardiffe to Bordeaux; from Bordeaux she sailed for
105 Havana; put into St. Thomas for coal; sailed from St. Thomas about the 28th day of April for Havana, and was captured on

the voyage. She carried coals from Cardiffe to Bordeaux, which were delivered at Bordeaux. At Bordeaux she took a general cargo, which was on board when she was taken.

13th interrogate. To the thirteenth interrogatory deponent answers, that she carried coals from Cardiffe to Bordeaux; she has casks and cases of wine and brandy, and other merchandize on board; he cannot tell the quantities of each which was put on board in March, 1862.

14th interrogate. To the fourteenth interrogatory deponent answers, that Z. C. Pearson & Co. are the owners of the Circassian, to the best of his belief; he believes them to be the owners, because they have the management and control of the ship; he believes they reside with their families at Hull, and that they are British subjects. He cannot tell who owns the cargo.

15th interrogate. To the fifteenth interrogatory deponent answers, that he don't know.

16th interrogate. To the sixteenth interrogatory deponent answers, that the cargo was put on board at Bordeaux and Panillac, in March, 1862. He don't know who the laders of the cargo were, nor who are the owners of the same, nor who are the consignees, nor where it was to be delivered; but believes it was to be delivered at Havana, he don't know on whose risk or benefit.

106 17th interrogate. To the seventeenth interrogatory deponent answers, that he don't know.

18th interrogate. To the eighteenth interrogatory deponent answers, that he had no such papers; he does not know what papers relating to the vessel or cargo were on board

19th interrogate. To the nineteenth interrogatory deponent answers, that he don't know the lat. or long. of the Circassian when she was seized. She was taken on the 4th day of May, about half-past ten or eleven o'clock in the morning; he believes she was about twenty or thirty miles from Havana. He don't know of any charter-party for the voyage.

20th interrogate. To the twentieth interrogatory deponent answers, that he don't know what papers, letters or writings were on board. He did not know of any papers, letters or writings being burnt, destroyed, torn, concealed, or thrown overboard.

21st interrogate. To the twenty-first interrogatory deponent answers, that he did not know of any state of war existing at any port or place to which the Circassian was going, or that there was any blockade of the port or place to which she was going.

22nd interrogate. To the twenty-second interrogatory deponent answers, that he don't know.

23rd interrogate. To the twenty-third interrogatory deponent answers, that the register of the Circassian was not examined by

107 any naval or revenue officer of the United States, that he knew of, previous to the capture.

24th interrogate. To the twenty-fourth interrogatory deponent answers, that she has not attempted to enter or come out from any port under blockade, to his knowledge.

25th interrogate. To the twenty-fifth interrogatory deponent answers that she has not been before seized as a prize.

26th interrogate. To the twenty-sixth interrogatory deponent answers, that he could only lose his wages. No indemnity or satisfaction or promise thereof has been received for this loss.

27th interrogate. To the twenty-seventh interrogatory deponent answers, that he don't know.

28th interrogate. To the twenty-eighth interrogatory deponent answers, that he don't know

29th interrogate. To the twenty-ninth interrogatory deponent answers, that he don't know.

30th interrogate. To the thirtieth interrogatory deponent answers, that he believes all the cargo was taken on board from lighters at Bordeaux and Panillac in March and April last.

31st interrogate. To the thirty-first interrogatory deponent answers, that he don't know.

32nd interrogate. To the thirty-second interrogatory deponent answers, that the officers from the Somerset took papers from the vessel after the capture. He don't know where they are now.

33rd interrogate. To the thirty-third interrogatory deponent
108 answers, that coffee was thrown overboard to lighten the vessel, when she was ashore about two days before the capture, by order of the captain.

34th interrogate. To the thirty-fourth interrogatory deponent answers, that Mr. Coleman was on board as purser or passenger; Mr. Burrons as supercargo. No one secreted on board. No residents of the United States.

35th interrogate. To the thirty-fifth interrogatory deponent answers, that he knows nothing about the papers or letters relating to the vessel or her cargo or persons on board. He don't know of any papers or letters of any kind relating to the Circassian or her cargo having been brought or sent to any place or country other than those which were on board of her. He had not written or signed any letters or papers relating to the Circassian or her cargo.

36th interrogate. To the thirty-ninth interrogatory deponent answers, that he first saw the Somerset about ten o'clock on the morning of the capture. The Circassian, he believes, was then steering for Havana. He is not aware that the Circassian changed her course on the appearance of the Somerset. He believes she pursued her direct course from Bordeaux for Havana, till she was found to be short of coals. She then changed her course and went to St. Thomas. She was, he be-
lieves, pursuing her direct course from St. Thomas for Havana
109 when taken. He believes she was about twenty or thirty miles from Havana when taken. He believes the Quaker City was at St. Thomas when the Circassian was at that port.

37th interrogate. To the thirty-seventh interrogatory deponent answers, that he knows nothing about any sale or transfer of the vessel; he believes that, if restored, she would belong to Z. C. Pearson & Co.

38th interrogate. To the thirty-eighth interrogatory deponent answers, that she has two signal guns on board. She has twelve pounds of powder for firing signals on board. The mate had a cutlass

and rifle. He don't know of any of the other articles enquired about on board.

39th interrogate. To the thirty-ninth interrogatory deponent answers, that he believes that Z. C. Pearson & Co. own the vessel; he has no knowledge of who owns the cargo. He believes the vessel was going to Havana with her cargo.

40th interrogate. To the fortieth interrogatory deponent answers, that she had no convoy on this voyage. He did not know of any directions or instructions of the kind.

41st interrogate. To the forty-first interrogatory deponent answers, that she has not attempted to enter or come out of any port under blockade.

42nd interrogate. To the forty-second interrogatory deponent answers, not to his knowledge.

43rd interrogate. To the forty-third interrogatory deponent answers, that he don't know.

1st additional interrogate. To the first additional interroga-
110 tory deponent answers, that he believes she would have entered Havana first, had she not been captured; he don't know what the next port was that she would have entered.

2nd additional interrogate. To the second additional interrogatory deponent answers, that he don't know the draft of water of the Circassian. He did not hear any reason assigned why she was not loaded deeper; he does not know of any such reason. He thinks she was fairly laden when she left Panillac.

3rd additional interrogate. To the third additional interrogatory deponent answers, that he has not heard any one connected with the vessel or cargo as owner or agent, say anything about the vessel running or breaking the blockade at any time, nor from any one on board.

Deposition of Edward Muscatt at the district court rooms, Key West, before George D. Allen, prize commissioner, May 16th, 1862.

1st interrogate. To the first interrogatory deponent answers, that he was born in England; he now lives in England; has always lived in England. He is a subject of Queen Victoria, Queen of Great Britain and Ireland; is not a citizen of the United States; is married. Wife and family live in Great Yarmouth, England.

2nd interrogate. To the second interrogatory deponent answers, that he was present at the time of the capture of the Circassian and cargo.

111 3rd interrogate. To the third interrogatory deponent answers, that she was captured on Sunday, the 4th day of May. She was, as he was told, within two or three hours' sail of Havana. She was taken into Key West. He don't know anything about her having any commission or letters authorizing her to make prizes. He don't know why she was taken.

4th interrogate. To the fourth interrogatory deponent answers, that she sailed under the English colors; he don't know as she had any other colors on board.

5th interrogate. To the fifth interrogatory deponent answers, that

no resistance was made to the seizure. The Somerset fired three guns. The Somerset made the capture. One schooner in sight at the time. The Circassian is a merchant steamer. The Somerset is a gunboat, sailing under the American flag.

6th interrogate. To the sixth interrogatory deponent answers, that he don't know anything about the commission of the Somerset. The Somerset made the capture. He don't know as the Circassian has been condemned

7th interrogate. To the seventh interrogatory deponent answers, that her name is the Circassian. Captain Hunter is master. He don't know who appointed him to the command. He has known the Circassian since January, and Capt. Hunter since he joined her at London, in January. He don't know who delivered her to him.
112 He don't know where Capt. Hunter lives, or anything about him.

8th interrogate. To the eighth interrogatory deponent answers, that her tonnage, he thinks, is one thousand tons She had about forty-nine persons, all told, on board of her. All on board when she was taken. He thinks that most of them are British subjects. Some came on board of her at London, in January, some at Cardiffe, in February, and some at Bordeaux, in March or April last. Capt. Chambers, the ship's husband, hired him ; he cannot tell who hired the others.

9th interrogate. To the ninth interrogatory deponent answers, that he belonged to the Circassian ; was cook. He don't know of any one on board who had any interest in the vessel or cargo.

10th interrogate. To the tenth interrogatory deponent answers, that he has known the Circassian about four months ; first saw her in London. She carried two guns. She had forty-nine persons, men and boys, on board of her when she was taken. He don't know what country build she was. Her name is the Circassian. She has been called by that name, he believes, since she was built.

11th interrogate. To the eleventh interrogatory deponent answers, that she was bound to Havana. The voyage began at Car-
113 diffe, and was to have ended at some port in England. She carried coals from Cardiffe. She had wine, brandy, and coffee on board when she was taken. He is not aware of her having any contraband or prohibited goods on board.

12th interrogate. To the twelfth interrogatory deponent answers, that he don't know what papers she had on board. She sailed from Cardiffe to Bordeaux; from Bordeaux she went to St. Thomas for coal; from St. Thomas she sailed for Havana. She carried coals from Cardiffe to Bordeaux. She had wine, brandy, and coffee on board when she was captured. She sailed from St. Thomas about the 28th of April.

13th interrogate. To the thirteenth interrogatory deponent answers, that she carried coals from Cardiffe to Bordeaux, and had wine, brandy, and coffee on board when taken, which was put on board at Bordeaux in March last. He cannot tell the quantities.

14th interrogate. To the fourteenth interrogatory deponent answers, that Z. C. Pearson & Co. own the Circassian. He knows them to be the owners because they have the management of her. They live in

Hull, England. He don't know what countrymen they are, nor how long they have resided at Hull. He don't know who owns the cargo.

15th interrogate. To the fifteenth interrogatory deponent
114 answers that he is not aware of any bill of sale or agreement for the transfer of the Circassian.

16th interrogate. To the sixteenth interrogatory deponent answers, that the cargo was put on board at Bordeaux in March last. He don't know who shipped the cargo nor who owns it, nor to whom it was consigned. He cannot tell on whose account, risk, or benefit. He don't know where it was to be delivered, but believes at Havana.

17th interrogate. To the seventeenth interrogatory deponent answers, that he don't know.

18th interrogate. To the eighteenth interrogatory deponent answers, that that he had no papers or letters of any kind relating to the Circassian or her cargo. He don't know what papers or letters were on board.

19th interrogate. To the nineteenth interrogatory deponent answers that he cannot tell the lat. or long. of the Circassian when she was taken. She was taken on Sunday, the 4th day of May, about mid-day. There was no charter-party for the voyage that he is aware of.

20th interrogate. To the twentieth interrogatory answers, that he don't know what papers, letters, or writings were on board of her. He don't know of any being burnt, torn, thrown overboard, or destroyed or hid away on board.

115 21st interrogate. To the twenty-first interrogatory deponent answers, that he did not know of any state of war existing at any port to which the Circassian was bound, or that any port was blockaded to which she was going. He is not aware what information the master or owners had.

22nd interrogate. To the twenty-second interrogatory deponent answers, that he don't know.

23rd interrogate. To the twenty-third interrogatory deponent answers, that he don't know.

24th interrogate. To the twenty-fourth interrogatory deponent answers, that he don't know.

25th interrogate. To the twenty-fifth interrogatory deponent answers, that he don't know.

26th interrogate. To the twenty-sixth interrogatory deponent answers, that he would only lose his wages. No indemnity or satisfaction or promise has been received for the loss.

27th interrogate. To the twenty-seventh interrogatory deponent answers, that he don't know.

28th interrogate. To the twenty-eighth interrogatory deponent that he don't know.

29th interrogate. To the twenty-ninth interrogatory deponent answers, that he cannot tell the country of growth or manufacture of the cargo.

30th interrogate. To the thirtieth interrogatory deponent answers, that the cargo was brought on board by lighters at Bordeaux and Panillac in March last.

31st interrogate. To the thirty-first interrogatory deponent answers, that he don't know.

32nd interrogate. To the thirty-second interrogatory deponent answers, that he don't know.

116 33rd interrogate. To the thirty-third interrogatory doponent answers, that coffee was thrown overboard to lighten her, by order of the captain, when she was ashore on the reef, two or three days before the capture

34th interrogate. To the thirty-fourth interrogatory deponent answers, that Mr. Coleman and Mr. Burrows were on board. He don't know whether they were passengers or not No one secreted on board. He don't know of any residents of the United States on board.

35th interrogate. To the thirty-fifth interrogatory deponent answers that he knows nothing about the papers relating to the vessel or her cargo or persons on board. He has not written or signed any letters or papers that relate to the Circassian or cargo.

36th interrogate. To the thirty-sixth interrogatory deponent answers, that he first saw the Somerset about eleven o'clock on the morning of the capture; the Circassian was then steering for Havana. She did not change her course on the appearance of the Somerset. He believes she had been pursuing her direct course for Havana. He believes she was about two or three hours' sail from Havana when taken. He saw a United States man-of-war at St. Thomas.

37th interrogate. To the thirty-seventh interrogatory deponent answers, that he don't know of any sale or transfer of the Circas-
117 sian. If restored, he believes she would to Z. C. Pearson & Co.

38th interrogate. To the thirty-eighth interrogatory deponent answers, that there were two guns mounted on board. He don't know of any arms or ammunition belonging to her. He don't know of any articles enquired about being on board.

39th interrogate. To the thirty-ninth interrogatory deponent answers, that he believes that Z. C. Pearson & Co. own the vessel. He don't know who owns the cargo. She was bound to Havana.

40th interrogate. To the fortieth interrogatory deponent answers, she had no convoy on this voyage. He don't know of any such instructions.

41st interrogate. To the forty-first interrogatory deponent answers, not to his knowledge.

42nd interrogate. To the forty second interrogatory deponent answers, not that he knows of.

43rd interrogate. To the forty-third interrogatory deponent answers, not that he knows of.

1st additional interrogate. To the first additional interrogatory deponent answers, that he believes the Circassian would have entered Havana as the first port, had she not been seized. He was told she would go back to England.

2nd additional interrogate. To the second additional interrogatory deponent answers, that he don't know how much water the Circassian

draws. He did not hear any reason given why she was not loaded deeper. He don't know of any such reason.

3rd additional interrogate. To the third additional interrogatory deponent answers, that he has not heard anything about her running the blockade or breaking the blockade at any time.

118 *Deposition of William Hunter at the district court rooms, Key West, before George D. Allen, prize commissioner, May 17th, 1862.*

1st interrogate. To the first interrogatory deponent answers, that he was born in Scotland. He now lives at London; he has made his home at London the last five years. Is a subject of Victoria, Queen of Great Britain and Ireland; is not a citizen of the United States; is not married.

2nd interrogate. To the second interrogatory deponent answers, that he was present at the capture of the steamship Circassian and cargo.

3rd interrogate. To the third interrogatory deponent answers, that she was captured on Sunday, the 4th day of May, off the coast of Cuba, about ten miles from land. She was taken into Key West. She had no commission that he knew of, or letters of the kind. She was seized, as he understood, because the captors suspected that she was going to run the blockade.

4th interrogate. To the fourth interrogatory deponent answers, that she sailed under the English flag. He don't know of any other colors being on board.

5th interrogate. To the fifth interrogatory deponent answers, that no resistance was made to the seizure. The Somerset made the capture. The Somerset fired one blank cartridge, and three
119 shot or shell. He did not see any other vessels in sight at the time. The Circassian is a merchant steamer. The Somerset is a vessel-of-war of the United States, of six guns.

6th interrogate. To the sixth interrogatory deponent answers, that the Somerset made the capture. He don't know what commission she had. He don't know as the Circassian has been condemned.

7th interrogate. To the seventh interrogatory deponent answers, that her name is the Circassian; Edward Hunter is master. He believes Z. C. Pearson appointed him to the command at London. He has known the Circassian since she was built, in 1856. He has known Capt. Hunter since February last. He took possession of her at London in February last. Captain Chambers, the ship's husband, he thinks delivered her to him. Capt. Hunter, he believes, lives at Hull. He don't know where he was born. He believes that he is not married, and that he is a British subject.

8th interrogate. To the eighth interrogatory deponent answers, that the Circassian is about eleven hundred and fifty tons net register. She had about forty-five persons, all told, of the ship's company, all on board when she was seized. Most of them are British subjects; part of them came on board at London in February last. He believes Capt. Chamber sand Capt. Hunter hired them. Part of them
120 came on board at Cardiffe, in February, and were hired, he

thinks, by Capt. Chambers and Capt. Hunter. Part came on board at Panillac; they were hired in London by the agent of the company, or some other persons, and sent to Panillac to join her. Himself, Mr. Johns, 1st officer; Mr. O'Grady, 2nd officer; Mr. Jackson, 4th officer; the 2nd steward, storekeeper, and one of the firemen were attached to her in a former voyage, and joined her at London in October last.

9th interrogate. To the ninth interrogatory deponent answers, that he belonged to the company of the vessel; was chief engineer. He don't know of any one belonging to the ship's company who had any part or share or interest in the vessel, or the cargo on board.

10th interrogate. To the 10th interrogatory deponent answers, that he has known the Circassian about six years. First saw her in Glasgow, in 1856. She carried two guns She had about forty-seven persons, all told, on board of her, passengers and boys included. She was a British-built vessel. Her name is the Circassian. She has never been called by any other name.

11th interrogate. To the eleventh interrogatory deponent answers, that she was bound to Havana. The voyage began at London.
121 He cannot tell where the voyage would have ended. From London to Cardiffe she was in ballast. She had brandy, wine, coffee, paints, medicines, and spices on board when she was seized, which were put on board in March last. He don't know of any contraband or prohibited goods on board

12th interrogate. To the twelfth interrogatory deponent answers, that he don't know what papers or documents she had. She sailed from London to Cardiffe; from Cardiffe she sailed for Bordeaux; put into Falmouth on account of stress of weather; from Falmouth she proceeded to Bordeaux, from Bordeaux she sailed for Havana the 8th day of April, and put into St. Thomas for coals; from St. Thomas she sailed about the 29th of April for Havana, and was taken on the voyage. She carried a cargo of coal from Cardiffe to Sulina, on the Danube river, on her former voyage, and had a cargo of grain from Sulina to London. From London to Cardiffe she was in ballast; from Cardiffe to Bordeaux, coals; from Bordeaux, coffee, brandy, wine, paint, medicines, and spices, which were on board when she was taken, except some coffee which was thrown overboard.

13th interrogate. To the thirteenth interrogatory deponent answers, that she was in balast when she left London. She had brandy,
122 wine, paints, medicines, coffee, and spices on board when taken. He cannot tell the quantities of each. The cargo was put on board in March and April.

14th interrogate. To the fourteenth interrogatory deponent answers, that Z. C. Pearson, he believes, owns the Circassian. He is reputed at London to be the owner. He believes he lives at Hull, England. He thinks he lives with his family at Hull. He thinks he is English by birth, and that he is a British subject. He don't know who owns the cargo.

15th interrogate To the fifteenth interrogatory deponent answers, that he don't know.

16th interrogate. To the sixteenth interrogatory deponent answers, that the cargo was put on board at Bordeaux and Panillac in March

and April last. He don't know who shipped the cargo, nor who owns the cargo, nor to whom it was consigned. He believes it was to be delivered at Havana. He cannot tell on whose account, risk, or benefit.

17th interrogate. To the seventeenth interrogatory deponent answers, that he don't know.

18th interrogate. To the eighteenth interrogatory deponent answers, that he had no letters or papers of any kind relating to the Circassian or her cargo. He don't know what letters were on board.

19th interrogate. To the nineteenth interrogatory deponent answers, that he don't know the lat. or long. of the Circassian when she
123 was seized. She was taken on Sunday, the 4th day of May instant, about ten or eleven o'clock in the morning. She was, he believes, about forty or forty-five miles from Havana, about ten miles off the coast of Cuba. He don't know of any charter-party for the voyage.

20th interrogate. To the twentieth interrogatory deponent answers, that he don't know what papers or letters were on board. Papers of some kind were burnt on the morning of the capture; he believes Mr. John, the 1st officer, brought them to the furnace to be burnt. Part of the firemen, himself, and the boiler-maker were then present.

21st interrogate. To the twenty-first interrogatory deponent answers, that he was not aware that the Circassian was going to any port or place in a state of war or under blockade.

22nd interrogate. To the twenty-second interrogatory deponent answers, that he knew that the southern ports of the United States were under an order of blockade by the government of the United States, but had no knowledge that the Circassian was going to any of said ports.

23rd interrogate. To the twenty-third interrogatory deponent answers, that he don't know.

24th interrogate. To the twenty-fourth interrogatory deponent answers, that she has not attempted to go into or come out of any blockaded port.

25th interrogate. To the twenty-fifth interrogatory deponent answers, that she has not been before seized as a prize.

124 26th interrogate. To the twenty-sixth interrogatory deponent answers, that he would not lose anything except, perhaps, his wages.

27th interrogate. To the twenty-seventh interrogatory deponent answers, that he don't know.

28th interrogate. To the twenty-eighth interrogatory deponent answers, that he don't know

29th interrogate. To the twenty-ninth interrogatory deponent answers, that he believes the wine and brandy are French; he cannot tell about the other articles.

30th interrogate. To the thirtieth interrogatory deponent answers, that all the cargo was brought on board by lighters from Bordeaux, in March and April.

31st interrogate. To the thirty-first interrogatory deponent answers, that he don't know.

32nd interrogate. To the thirty-second interrogatory deponent an-

swers, that he believes the officers of the Somerset took the log-book of the vessel; he cannot tell where the same is now.

33rd interrogate. To the thirty-third interrogatory deponent answers, that coffee was thrown overboard to lighten the vessel, by order of the captain, when she was ashore, two days before the capture.

34th interrogate. To the thirty-fourth interrogatory deponent answers, that there were two passengers on board—Mr. Coleman and Mr. Burrows. He don't know their occupation or profession. They came on board at Bordeaux, and were going to Havana; he don't know upon what business. He don't know of their having any interest in or control over the vessel, or any part of her cargo.

125 No one secreted on board; no residents of any part of the United States on board.

35th interrogate. To the thirty-fifth interrogatory deponent answers, that he knows nothing about any of the papers or letters relating to the vessel or her cargo or passengers. He has no knowledge of any papers relating to the vessel or her cargo; he has only written or signed papers relating to the working of the engine of the ship.

36th interrogate. To the thirty-sixth interrogatory deponent answers, that he first saw the Somerset about half-past nine o'clock on the morning of the capture. The Circassian was then steering for Havana; she did not change her course on the appearance of the Somerset. He believes the Circassian had pursued her direct course from St. Thomas for Havana; he believes she was about forty-five miles from Havana. The Quaker City was in St. Thomas when the Circassian was there.

37th interrogate. To the thirty-seventh interrogatory deponent answers, that he don't know of any sales or transfers of the Circassian. If restored, he believes she would belong to Z. C. Pearson.

38th interrogate. To the thirty-eighth interrogatory deponent answers, that she has two signal guns mounted on board; he don't know of any arms or ammunition belonging to her. The chief officer has a sword and a rifle. He don't know as she has any of the articles inquired about on board.

39th interrogate. To the thirty-ninth interrogatory deponent answers, that he believes the Circassian belongs to Z. C. Pearson. He don't know who the cargo does belong to. She was going to Havana.

126 40th interrogate. To the fortieth interrogatory deponent answers, that she had no convoy. He don't know of any such directions or instructions.

41st interrogate. To the forty-first interrogatory deponent answers, that she has not attempted to enter or come out from any blockaded port.

42nd interrogate. To the forty-second interrogatory deponent answers, not that he knows of.

43rd interrogate. To the forty-third interrogatory deponent answers, not that he knows of.

1st additional interrogate. To the first additional interrogatory deponent answers, that the first port the Circassian would have entered

would have been Havana, had she not been seized; he don't know what the next port would have been.

2nd additional interrogate. To the second additional interrogatory deponent answers, that she draws twenty-two and a half feet when laden; he don't know what she drew when captured. He don't know why she was not loaded deeper, except for safety. He did not hear any one say why she was not loaded deeper.

3rd additional interrogate. To the third additional interrogatory deponent answers, that he heard reports at Bordeaux that the Circassian was going to run the blockade, and that he inquired of Capt. Chambers, the ship's husband, if she was to run the blockade, and was told that she was not. He don't know of any one as owner or agent of the vessel or any part of the cargo saying at any time anything about her running or breaking the blockade.

127 *Deposition of Gerald de O'Grady at the district court rooms, Key West, before George D. Allen, prize commissioner, May 17th*, 1862.

1st interrogate. To the first interrogatory deponent answers, that he was born in Ireland; he has made his home at London the last five years. He is a subject of Victoria, Queen of Great Britain and Ireland; is not a citizen of the United States; is not married.

2nd interrogate. To the second interrogatory deponent answers, that he was on board of the Circassian at the time of her capture.

3rd interrogate. To the third interrogatory deponent answers, that she was taken on the 4th day of May instant, about thirty miles eastward of Havana. She was taken into Key West. He is not aware that she had any commission or letters authorizing her to make prizes. He did not hear any reason given for the seizure.

4th interrogate. To the fourth interrogatory deponent answers, that she sailed under the English colors. She had the American ensign on board; he believes she had the American ensign on board when she was in the Galway mail line.

5th interrogate. To the fifth interrogatory deponent answers, that no resistance was made to the seizure. The Somerset fired four guns. The Somerset made the capture; several other vessels in sight at the time. The Circassian is a merchant vessel. The Somerset, he believes, is a United States man-of-war of six guns.

128 6th interrogate. To the sixth interrogatory deponent answers, that he is not aware what commission the Somerset had. The Somerset made the capture. He don't know as the Circassian has been condemned.

7th interrogate. To the seventh interrogatory deponent answers, that her name is the Circassian; Capt Hunter is the master. He believes Z. C. Pearson, the owner, appointed him to the command at London or Cardiffe. He has known the vessel about seven months, and Capt. Hunter since February last. He joined her in London. He don't know who delivered her to him. He believes Capt. Hunter to be a British subject; he don't know where his home is, nor where he was born.

8th interrogate. To the eighth interrogatory deponent answers, that

he believes the Circassian is about eighteen hundred gross tons. She had about forty-six persons of the vessel's company all on board when she was taken; most of them are British subjects. Some joined at London in February, some at Cardiffe, some at Panillac, in March. They all signed articles before the captain. He joined the vessel in London in February.

9th interrogate. To the ninth interrogatory deponent answers, that he belonged to the company of the vessel; was second officer. He is not aware of any one of the ship's company having any interest in the vessel or her cargo.

129 10th interrogate. To the tenth interrogatory deponent answers, that he has known the vessel since October last; first saw her at London in Oct., 1861. She has two guns. About forty-eight persons were on board of her, passengers and boys included. He believes that she is a British-built vessel; her name is the Circassian. He has never heard of her being called by any other name.

11th interrogate. To the eleventh interrogatory deponent answers, that she was bound to Havana. The voyage began at London, and would have ended in some British port. She left London in ballast. She had wine, spirits, coffee, sardines, preserved fruits, salad oil, paint, and sundries on board when she was taken, which were put on board in March last. He is not aware that she has any contraband or prohibited goods on board.

12th interrogate. To the twelfth interrogatory deponent answers, that he never saw her papers. She sailed from London to Cardiffe; she sailed from Cardiffe to Bordeaux; put into Falmouth in a stress of weather; she proceeded to Bordeaux; from Bordeaux she sailed for Havana; she called at St. Thomas for coals; she then proceeded for Havana, and was taken on the passage. She carried coals from Cardiffe to the mouth of the Danube, and brought grain home to London on the former voyage. She carried coals from Cardiffe to Bordeaux; from Bordeaux she carried wine, spirits, sardines, coffee, salad oil, preserved fruits, and sundries. She sailed from Bordeaux

130 in April, and St. Thomas the latter part of April.

13th interrogate. To the thirteenth interrogatory deponent answers, that she was in ballast from London to Cardiffe. She had wine, spirits, coffee, sardines, salad oil, preserved fruits, paints, and sundries on board, which were put on board in March last. He cannot tell the quantities.

14th interrogate. To the fourteenth interrogatory deponent answers, that Z. C. Pearson owns the vessel; he knows him to be the owner by common report. He believes that he is English by birth, lives at Hull, and that he is a British subject. He don't know who owns the cargo.

15th interrogate. To the fifteenth interrogatory deponent answers, that he don't know.

16th interrogate. To the sixteenth interrogatory deponent answers, that the cargo was put on board at Bordeaux and Panillac in March, 1862. He don't know who shipped the cargo, nor to whom it was consigned, nor who owns it. The cargo, he believes, was to be delivered at Havana. He don't know on whose account, risk, or benefit.

17th interrogate. To the seventeenth interrogatory deponent answers, that he don't know.

18th interrogate. To the eighteenth interrogatory deponent answers, that he had no letters or papers relating to the vessel or cargo. He don't know what papers were on board.

19th interrogate. To the nineteenth interrogatory deponent
131 answers, that he did not know the lat. or long. of the Circassian when she was seized. She was taken on Sunday, the 4th day of May, about half-past eleven o'clock a. m. She was about thirty miles from Havana. He is not aware of any charter-party.

20th interrogate. To the twentieth interrogatory deponent answers, that he don't know what papers or letters were on board. He has heard that some papers were burnt on board; he don't know by whom.

21st interrogate. To the twenty-first interrogatory deponent answers, that he did not know that the Circassian was bound to any port in a state of war with the United States, or that the United States naval forces blockaded any port to which she was going.

22nd interrogate. To the twenty-second interrogatory deponent answers, that he did not know that the United States government had ordered any blockade of any port to which the Circassian was going.

23rd interrogate. To the twenty-third interrogatory deponent answers, not that he knew of.

24th interrogate. To the twenty-fourth interrogatory deponent answers, that she has not attempted to enter or come out of any blockaded port.

25th interrogate. To the twenty-fifth interrogatory deponent answers, that she has not been seized as a prize before, that he is aware of.

26th interrogate. To the twenty-sixth interrogatory deponent answers, that he does not lose anything.

27th interrogate. To the twenty-seventh interrogatory deponent answers, not that he is aware of

28th interrogate. To the twenty-eighth interrogatory depo-
132 nent answers, that he don't know.

29th interrogate. To the twenty-ninth interrogatory deponent answers, that he believes the cargo was principally French manufacture.

30th interrogate. To the thirtieth interrogatory deponent answers, that the cargo was brought alongside by lighters from Bordeaux in March.

31st interrogate. To the thirty-first interrogatory deponent answers, that he don't know.

32nd interrogate. To the thirty-second interrogatory deponent answers, that he believes that some papers were taken from the vessel since the capture.

33rd interrogate. To the thirty-third interrogatory deponent answers, that coffee was thrown overboard to lighten the vessel when she was on a reef, by order of the master.

34th interrogate. To the thirty-fourth interrogatory deponent answers, that there were two passengers on board—Mr. Coleman and Mr. Burrows. They are English. He don't know their occupation. They

came on board at Bordeaux, and were going to Havana; he don't know on what business. He is not aware that they had any control or authority over the vessel or any part of the cargo. No person secreted on board. He don't know of any citizens or residents of the United States on board.

35th interrogate. To the thirty-fifth interrogatory deponent answers, that he knows nothing about the papers of the vessel or her cargo, or her passengers. He has not written or signed any letters or papers that relate to the vessel or cargo, except the article.

133 36th interrogate. To the thirty-sixth interrogatory deponent answers, that he first saw the Somerset about mid-day on the day of the capture. The Circassian was then steering for Havana. She did not change her course. She was about thirty miles from Havana when taken. She had been making her direct course for Havana. He saw one American man-of-war at St. Thomas.

37th interrogate. To the thirty-seventh interrogatory deponent answers, that he knows nothing about any sales or transfers of the vessel. If restored, he believes she would belong to Z. C. Pearson.

38th interrogate. To the thirty-eighth interrogatory deponent answers, that she has two signal guns mounted on board. She has a few signal rockets belonging to her. He is not aware of her having any of the other articles enquired about on board.

39th interrogate. To the thirty-ninth interrogatory deponent answers, that he believes Z. C. Pearson owns the vessel. He don't know who owns the cargo. He believes she was bound to Havana.

40th interrogate. To the fortieth interrogatory deponent answers, that she had no convoy. He did not know of any directions or instruction of the kind.

41st interrogate. To the forty-first interrogatory deponent answers, that she has not attempted to enter or come out of any port under blockade.

134 42nd interrogate. To the forty-second interrogatory deponent answers, not that he knows of

43rd interrogate. To the forty-third interrogatory deponent answers, not that he knows of.

1st additional interrogate. To the first additional interrogatory deponent answers, that the first port she would have entered would have been Havana had she not been seized. He don't know what other ports she was to have gone to.

2nd additional interrogate. To the second additional interrogatory deponent answers, that when fully laden she draws about nineteen feet. He don't know what she drew when she was captured. He did not hear any one say why she was not loaded deeper. He don't know of any reason.

3rd additional interrogate. To the third additional interrogatory deponent answers, that he did not hear any one connected with the vessel or cargo, as owner, or agent, or shipper, say anything about the Circassians's running or breaking the blockade in any way, nor on board the vessel.

135 FORM No. 9.—STEAMER.

Certificate of British registry.

Signal letters M. J. H. D.

Official number of ship, 17838, (seventeen thousand eight hundred and thirty-eight)—Date of registry, 16th July, 1861.—Port number, 147.

Name of ship.	British or foreign built.	Port of registry.	How propelled.
Circassian....	British, built at Belfast, in the county of Antrim, in the year 1856.	London.....	Steamer, by screw.

Number of decks, two.
Number of masts, three.
Rigged, ship.
Stern, square..
Build.
Galleries, mock.
Head, Sullman.
Framework, iron.

MEASUREMENTS.

	Feet.	*Tenths.*
Length from the fore part of stern under the bowsprit to the aft side of the head of the sternpost.....	255	
Main breadth to outside plank.....	39	2
Depth in hold from tonnage deck to ceiling at midships..	33	1

Name and address of builder, Robert Hickson & Co., Belfast.

TONNAGE.

		No. of tons.
Tonnage under tonnage deck.....		1,327.64
Closed-in spaces above the tonnage deck, if any, vizt:.....		.....
Space or spaces between decks		.....
Poop		.....
Round-house		.....
House on deck.....	221.39	
Other inclosed spaces, if any, naming them, Lee's cook-house.	12.22	
	——	210.17
Gross tonnage.....		1,537.81
136 Gross tonnage bro't over		1,537.81
Reduction for space required for propelling power, $\frac{3}{100}$		492.10
Register tonnage.....		1,045.71

Length of engine-room, — feet — tenths.
Number of engines, two.
Combined power, (estimated horse-power,) number of horses power three hundred and fifty. Name and address of engine-maker, Randolf, Elder & Co., Glasgow.

I, the undersigned, registrar of the port of London, hereby certify that the ship, the description of which is prefixed to this my certificate, has been duly surveyed, and that the above description is true; that John Richardson King, whose certificate of competency or service is No. 70999, is the master of the said ship; and that the name —, residence, and description of the owner and number of sixty-fourth shares held by him, are as follows:

Name, residence, and occupation of the owner.	Number of sixty-fourth shares.
Zachariah Charles Pearson, of Great St. Helens, in the city of London, ship-owner ----------	Sixty-four, 64.

Dated at London, on the sixteenth of July, one thousand eight hundred and sixty-one.

EDWARD SHIPPARD, *Registrar.*

"NOTICE.—A certificate of registry, granted under the 'merchant shipping act, 1854,' is not a document of title. It does not necessarily contain notice of all changes of ownership, and in no case does it contain an official record of any mortgages affecting the ship."

[Indorsements.]

CUSTOM-HOUSE, *London*, 23 *Oct.*, 1861.

I hereby certify that George Haugh, the number of whose certificate of competency is 11044, has this day been appointed master of the ship within described.

J. WILLIAMSON, *pro Reg'r.*

CUSTOM-HOUSE, *Cardiff*, 14 *Feb'y*, 1862.

I hereby certify that Edward Hunter, the No. of whose certificate of service is 40651, has become master.

137 *Manifest of the cargo shipped in Bordeaux on board British steamer Circassian, Captain C. Hunter, bound for Havana.*

[P. Desbordes, formerly T. Olivari, ship-broker.]

	Marks.	Numbers, inclusive.		Packages and contents.	By whom shipped.	To whom consigned.	Consignees' residence.	Port of destination.
1	P E B	1	100	One hundred cases olive oil	J. S. Duret	Order.		
"	"	2	300	Three hundred do do	do	do		
"	"	3	100	One hundred do do	do	do		
"	"	4	12	Twelve hogsheads wine.	do	do		
2	C L		18	Eighteen. do do	Mairot péres & Rabaud.	do		
"	"		2	Two barrels brandy	do	do		
3	F S	55.	50	Fifty casks. wine.	Seignouret freres.	do		
"	"	"	40	Forty half do	do	do		
"	"	45.	12	Twelve. casks do	do	do		
"	"	"	20	Twenty half do	do	do		
"	"	15.	12	Twelve. casks do	do	do		
"	"	"	20	Twenty half do	do	do		
"	C & C	1 *a* 80	80	Eighty quarter do brandy	do	do		
4	J N C	7	20	Twenty hogsheads wine.	Poyet fils	do		
"	J B	812 *a* 916	105	One hundred and five barrels. brandy	do	do		
5	B M	4-99, 104-167, 150-1	142	One hundred and forty-two cases wine.	Pilkington & Brothers	do		
"	A V G	1-11, 2-10	20	Twenty do do	do	do		
"	Avan G.		1	One do do	do	do		
"	P R		1	One do do	do	do		
"	G G	8, 13-18, 22-23, 26-27	11	Eleven do do	do	do		
"	V G	1-16	6	Six do do	do	do		
138								
5	C S	9478-9479	2	Two cases wine.	Pilkington Brothers	Order.		
"	A V G	6-10, 42-49	13	Thirteen do brandy	do	do		
"	[$\frac{1}{4}$ G]	4-21	18	Eighteen. do. Geneva	do	do		
"	A V G		10	Ten hogsheads wine.	do	do		
"	W O	210-211, 223-225	5	Five cases hardware	do	do		
"	"	226-228	3	Three do engravings	do	do		
"	[P]	1-5, 14-16 21, 27-28, 40-51	23	Twenty-three do, drugs	do	do		
"	"	6, 17	2	Two hogsheads	do	do		
"	"	18-20, 22-26, 39	9	Nine casks. do	do	do		
"	"	7-13, 29-38	17	Seventeen baskets do	do	do		
"	"		100	One hundred kegs paint	do	do		
"	"		1	One cask copperas	do	do		
"	"		1	One case brushes	do	do		
"	P B		46	Forty-six barrels soda ash	do	do		
6	[A]	1587-1590, 1592-1615	29	Twenty-nine cases tea	William Burrows	do		
"	[F & C—S]	2811-2813, 2834	23	Twenty-three do do	do	do		
"	[R B W]	469-490	22	Twenty two do do	do	do		

Manifest of the cargo shipped in Bordeaux, &c.—Continued.

	Marks.	Numbers, inclusive.		Packages and contents.	By whom shipped.	To whom consigned.	Consignees' residence.	Port of destination.
139								
6	H	13, 14, 8-21, 70-77	368	Three hundred and sixty-eight bags coffee	William Burrows	Order		
"	[F—B]	79-81	14	Fourteen cases hardware	do	do		
"	"	1-12, 15-17, 22-33	3	Three do do	do	do		
"	"	64-69, 78	27	Twenty-seven casks do	do	do		
"	"	34-63	7	Seven do do	do	do		
"	"	1-25	30	Thirty packages shovels and howes	do	do		
"	[S B]		25	Twenty-five cases boots and shoes	do	do		
"	[A B]		33	Thirty-three do do	do	do		
"	[S L]	1-3	3	Three bales prepared skin	do	do		
"	L H F—C	1-25	25	Twenty-five cases boots and shoes	do	do		
"	B—H	1-40	40	Forty bales blankets	do	do		
"	A C	4, 5	2	Two cases stuffs	do	do		
"	G W	100	1	One do do	do	do		
"	M W	101	1	One do do	do	do		
"	N C	1-3	3	Three bales do	do	do		
"	[H]	1-12	12	Twelve cases osery	do	do		
"	[A]	1-7, 9-51	50	Fifty do stuff and linen ware	do	do		
"	"	55-66	12	Twelve do do	do	do		
"	♡	8, 52-54	4	Four bales do	do	do		
"		1-37, 39-40	39	Thirty-nine cases drugs	do	do		
140								
"	"	38, 41-80	41	Forty-one barrels drugs	William Burrows	Order		
"	"	97-111	15	Fifteen vion drums caster oil	do	do		
"	"	81-96	16	Sixteen barrels drugs	do	do		
"	[A]	1-66	1	One case samples	do	do		
"	[F—B]	82	1	One do do	do	do		
7	[P]	1-38	38	Thirty-eight half-chests tea	do	do		
"	"	1-40	40	Forty bags coffee	John Preston	do		
"	"	41-60	20	Twenty do do	do	do		
"	"	1-5	5	Five cases books	do	do		
"	"	1	1	One bale blankets	do	do		
"	[F]	5	5	Five cases quinine	do	do		
8	[U P]	20, 27 *a* 218	2	Two half-pipes brandy	do	do		
"	"		30	Thirty quarter do do	Grellet die Pierut & Co	Brulattom & Co		
"	"		60	Sixty eighth do do	do	do		
"	[G]	1 *c* 10	10	Ten quarter do	do	do		
9	°°°—P	11 *c* 30	20	Twenty eighth do	Godara frerez	Order		
"	E R—°-° P	31 *c* 40	10	Ten quarter do	do	do		
"	E R	41 *c* 60	20	Twenty do do	do	do		
"	[B O C]	61, 70	10	Ten eighth do	do	do		

141								
10	A—C F	1 *a* 117	117	One hundred and seventeen bags.....coffee	Cautenat freres	Order		
"	B—C F	1 *a* 81	88	Eighty-eight.....do.....do	.....do	....do		
"	C—C F	1 *a* 80	80	Eighty .....do.....do	.....do	....do		
"	D—C F	1 *a* 78	78	Seventy-eight.....do.....do	.....do	....do		
"	E—C F	1 *a* 66	66	Sixty-six.....do.....do	.....do	....do		
"	F	1 *a* 25	25	Twenty-five.....do.....do	.....do	....do		
11	[A]	1722–1737	6	Six cases linen goods	York street Flax-spinning Co	....do		
"	"	1737	1	One..do.....samples	.....do	....do		
12	G G	1 *a* 20	400	Four hundred hogsheads.....wine	Guibert Neveu	....do		
"	X	Sundy	366	Thre hundred and sixty-six cases Hereı.do	.....do	....do		
"	"	1 *a* 19	19	Nineteen.....do.....do	..... do	....do		
"	"	1 *a* 15	15	Fifteen.....do.....do	.....do	....do		
"	GV	1	93	Ninety-three ..... do.. sardines	.....do	....do		
"	"	2	86	Eighty-six.....do.....do	.....do	....do		
"	"	3	J1	Eleven.....do.....do	.....do	....do		
"	"	4	10	Ten.....do.....do	.....do	....do		
13	J M	1 *a* 35	35	Thirty quarters brandy	T. B. Clere & Co	....do		
14	B S—B	7–55	1	One.....case....medicines	F. Schutz & Co	Leon Pierce & Co		
"	B D	74–5	1	One.....do.....do	.....do	....do		
142								
14	B V—S P R	772	1	One.....case..medicines	F. Schutz & Co	Leon Piere & Co		
"	B B—M	784	1	One .....do.....do	.....do	....do		
"	B L—M	761	1	One.....do.....do	.....do	....do		
"	B B—M	785	1	One.....do.....do	.....do	....do		
"	B S	783	1	One.....do.....do	.....do	....do		
"	B L—M	777	1	One.....do.....do	.....do	....do		
"	B D—M	782	1	One.....do.....do	.....do	....do		
"	H V F	781	1	One.....do.....do	.....do	....do		
"	B D—M	770	1	One.....do.....do	.....do	....do		
"	A N—R	40	1	One.....do.....do	.....do	....do		
"	F S	1	1	One.....do preserved eatables	.....do	....do		
"	B D—M	760	1	One.....do...medicines	.....do	....do		
15	P E B	1 *a* 200	200	Two hundred bags coffee	Bouvet fenne	Brulatour & Co		
"		1	20	Twenty hogsheads wine	.....do	....do		
"	A Bonin	1 *a* 75	75	Seventy-five eighths brandy	..... do	....do		
"	J F jgdie	76 *a* 125	50	Fifty quarter.....do	..... do	....do		
"		500 *a* 501	2	Two cases confitures	.....do	....do		
"	B C	143 *a* 146	4	Four..do..boulogne sausages	.....do	....do		
"	P B—P C	1–2–3	283	Two hundred and eighty-three cases sardines	.....do	....do		
143								
15	P B—P C	156 *a* 180	25	Twenty-five cases preserved eatables	Bouvet fenne	Brulatour & Co		
16	J L C	1–450	450	Four hundred and fifty ....hogsheads...wine	Beyssac & Gautier	Order		
"	J L C—½	1–200	200	Two hundred half.....do.....do	..... do	....do		
"	J L C	1–1997	1997	Nineteen hundred and ninety-seven cases..do	.....do	....do		
"	J L C—A	1–125	125	One hundred and twenty-five...casks....brandy	.....do	....do		
"	J L C—B	1–275	275	Two hundred and seventy-five..do.....do	.....do	....do		
"	J L C—C	276–400		One hundred and twenty-five...do.....do	.....do	....do		

	Marks.	Numbers inclusive.		Packages and contents.	By whom shipped.	To whom consigned.	Consignee's residence.	Port of destination.
16	J L C		155	One hundred and fifty-five cases sardines	Beyssac & Gautier	Order		
"	"		48	Forty-eight do do	do	do		
"	"		67	Sixty-seven do do	do	do		
"	"		93	Ninety-three do do	do	do		
"	J L C—C	1–5	5	Five do preserved peas	do	do		
"	J L C—D	1–45	15	Fifteen do truffled pies	do	do		
"	J L C—E	1–10	10	Ten do mushrooms	do	do		
"	J L C—J		25	Twenty-five casks alignthe	do	do		
"	J L C—K	1–100	100	One hundred cases fruits in brandy	do	do		
"	"	111–150	50	Fifty do do	do	do		
"		151–200	50	Fifty do do	do	do		
144								
16	J L C	1–50	50	Fifty cases fruit in brandy	Beyssac & Gautier	Brulatour & Co		
"	"	51–100	50	Fifty do do	do	do		
"	"	1–15	15	Fifteen bags pepper	do	do		
"	"	1–10	10	Ten do do	do	do		
"	J L C—G		70	Seventy cases prunes	do	do		
"	J L C—H		80	Eighty do do	do	do		
"	J L C	1001–1500	500	Five hundred do oil	do	do		
"	"	1501–200	500	Five hundred do do	do	do		
"	S Q	1–4	4	Four do quinine	do	do		
17	C D	104	1	One do articles of optic	Quibert Neveu	do		
"	"	105	1	One do glass vases and crystal	do	do		
"	"	106	1	One do zinc and copper	do	do		
"	"	107	1	One do articles of optic	do	do		
16	(Omitted) JLC.	1–30	30	Thirty half cask vinegar	Beyssac A Gautier	do		

Manifeste conforme aux connaissement compasant le rerent chargement et sur lerquete le present manifesto aéte fait.
Bordeaux, le 5 Arne, 1862.

STO. BO., *El Consul de L'M. E.*
PABLO RAMON, *de Aunceveteny.*
S. DERBORDES, [SEAL.]

Courtier maritima,
P. DERBORDES,
Bordeaux.

145 *Copy of bill of lading.*

[STAMP.] Je, E. Hunter, capitaine du steamer Circassian, maintenant à Bordeaux, en charge pour la Havane pour ordres, reconnais avoir reçu et chargé dans mon dit steamer et sous son franc tillac de Mr. J. L. Duret, P. E. B., cinq cent douze colir détailler d'autre pait, allant ensemble pour vingt Sept ton'e $\frac{1}{0}\frac{0}{0}$ le, tout sec et bien conditionné, marqué et numéroté comme dessus, lesquelles marchandises je m'engage à porter dans mon steamer (sauf les risques, et perils de la mer, des machines et chaudièrer à vapeur et tons autres cas de force majeure) audit bien de la Havane pour y recevoir des ordres pour la destination, ultérieure de mon dit steamer, et là les délivrer à Mr. ——— ordre, en me payant mon frêt suivant les termes de ma charte partie qui fait loi supréme en ce qui concerne l'expédition dudit steamer, ordes à recevoir et destination finale.

Et pour cet effet, je mengage corps et biens avec mon dit steamer frêt et apparaux d'icelui en foi de quoi j'ai segné quatre connaissements d'une même teneur dont l'un accompli et les trois autres de nulle valeur.

BORDEAUX, *le* 31 *Mars*, 1862.

Contents unknown. Not accountable for leakage or breakage.

E. H.

146 I, E. Hunter, master of the steamer Circassian, now in the port of Bordeaux, and loading for the port of Havana for orders, acknowledge having received on board of my said steamer, for Mr. J. L. Duret, (512) five hundred and twelve assorted packages, estimated at 27 tons, all in good order and well conditioned, marked and numbered as appears on the back of this; which said merchandize I promise to convey in my said steamer (the dangers of the seas, machinery, and all other unavoidable accidents excepted) to the said port of Havana, there to receive orders for the final destination of my said steamer, and there to deliver the same to Mr. ———, they paying me freight in accordance with the terms of my charter-party, which is to be considered the supreme law as regards the voyage of said steamer, the orders to be received for her and her final destination.

In witness whereof, I have signed four bills of lading of the same tenor, one of which being accomplished, the other three remain void and of no value.

BORDEAUX, *March* 31*st*, 1862.

Weight and contents unknown. Not accountable for leakage, breakage, or rust.

E. H.

147 Je, E. Hunter, capitaine du steamer Circassian, maintenant à Bordeaux, en charge pour la Havane pour ordres, reconnais avoir reçu et chargé dans mon dit steamer et sous son franc tillac de Mons'r William Burrons.

845 huit cent quarante cinq colis.
2 deux caisses echantillons. } Suivant détail d'autre part.

847

Le tout sec et bien conditionné, marqué et numéroté comme dessus lesquelles marchandises je m'engage à porter dans mon steamer, allant pour cent quarante six tonneaux, (sauf les risques, et périls de la mer, des machines et chaudièrer à vapeur et tons autres cas de force majeure,) audit lieu de la Havane, pour y recevoir des ordres pour la destination ultérieure de mon dit steamer et la les délivrer à ordre, ou à ordre, en me payant mon frêt suivant les termes de ma charte-partie qui fait loi suprême, en ce qui concerne l'expédition du dit steamer, ordres à recevoir et destination finale. Est pour cet effet, je m'engage corps et biens, avec mon dit steamer, frêt et apparaux d'icelui, en foi de quoi j'ai signé deux connaissements d'une même teneur, dont l'un accompli et l'autre de nulle valeur.

BORDEAUX, *le* 25 *Mars*, 1862.

EDWARD HUNTER.

Weight and contents unknown. Breaking and leakage excepted, unless arising from improper storage.

148 I, Hunter, master of the steamer Circassian, now in the port of Bordeaux, and loading for the port of Havana for [STAMP.] orders, acknowledge having received on board of my said steamer, from Mr. William Burrons, (845) eight hundred and forty-five packages, (2) two cases of samples, all in good order and well conditioned, marked and numbered as appears on the back of this; which said merchandize I promise to convey in my said steamer, estimated at one hundred and forty-six tons, (the dangers of the seas, the machinery, and all other unavoidable accidents excepted,) to the said port of Havana, there to receive orders for the final destination of said steamer, and there to deliver the same to order, they or he paying me freight in accordance with the terms of my charter-party, which is to be considered the supreme law as regards the voyage of said steamer, the orders to be received for her and her final destination.

In witness whereof, I have signed two bills of lading of the same tenor, one of which being accomplished, the other remains void and of no value.

BORDEAUX, 25*th March*, 1862.

Weight and contents unknown. Breakage and leakage excepted, unless arising from improper storage.

149 Je, Hunter, capitaine du steamer Circassian, maintenant à Bordeaux, en charge pour la Havane pour ordres, reconnais avoir reçu et chargé dans mon dit steamer et sous son franc tillac de [STAMP.] Messieurs Grellet du Peirat & Co., de La Rochelle, (92) quatre vingt douze futailles eau de vie contenant ensemble. Cent trois hectolitres vingt et un litres, (103 h. 21 l.,) le tont et bien conditionné, marqué et numéroté comme dessus, lesquelles marchandises, je m'engage à porter dans mon steamer, (sauf les risques et périls de la mer, des machines et chaudièrer à vapeur et tons autres cas de force majeure,) audit lieu de la Havane, pour y recevoir

U. P.—2027 *a* 2118, 212, 3014, 0018. Formant 11 tonneauf, 4070. Réglèment destination.

des ordres pour la destination ultérieure de mon dit steamer et là, les délivrer à Mr. Brulatour & Co., ou à lèur ordre, en me payant mon frêt suivant les termes de ma charte-partie qui fait loi suprême en ce qui concerne l'expédition dudit steamer, ordres à recevoir et destination finale. Et pour cet effet, je m'engage corps et biens, avec mon dit steamer frêt et apparaux d'icelui, en foi de quoi j'ai signé quatre connaissements d'une même teneur dont l'un accompli et les trois autres de nulle valeur.

BORDEAUX, *le* 25 *Mars*, 1862.

Contents unknown. Not accountable for leakage.

E. H.

150 I, Hunter, master of the steamship Circassian, now in the port of Bordeaux, and loading for the port of Havana for orders, acknowledge having received on board of my said steamer, for Messrs. Grellet du Peirat & Co., de La Rochelle, (92) ninety-two casks of brandy, containing, in all, one hundred and three hectolitres and twenty-one litres, (103 h. 21 l.,) all in good order and well conditioned, marked and numbered as appears on the back of this; which said merchandize I promise to convey in my said steamer (the dangers of the seas, machinery, and all other unavoidable accidents excepted) to the said port of Havana, there to receive orders for the final destination of my said steamer, and there to deliver the same to Messrs. Brulatour & Co., or to their order, he or they paying me freight in accordance with the terms of my charter-party, which is to be considered the supreme law as regards the voyage of said steamer, the orders to be received for her, and her final destination.

In witness whereof, I have signed four bills of lading of the same tenor, one of which being accomplished, the other three remain void and of no value.

BORDEAUX, 25*th March*, 1862.

Contents unknown. Not accountable for leakage.

E. H.

151 Je, E. Hunter, capitaine du steamer Circassian, maintenant à Bordeaux, en charge pour la Havane pour ordres, reconnais avoir reçu et chargé dans mon dit steamer et sous son franc tillac de Mrs. T. Schutz & Co., quatorze caisses médicaments et conserves, allant pour deux tonneaux $\frac{03}{00}$, le tout sec et bien conditionné, marqué et numéroté comme dessus lesquelles marchandises je m'engage à porter dans mon steamer, (sauf les risques et périls de la mer, des machines, et chaudièrer à vapeur, et tons autres cas de force majeure,) audit lieu de la Havane, pour y recevoir des ordres pour la destination ultérieure d mon dit steamer et là les déliverer à Mrs. Léon Pierre & Co., ou à ordre, en me payant mon frêt suivant les termes de ma charte-partie qui fait loi suprême en ce qui

B S 755 *medicaments.*
B V 745 "
B D 772 "
B B 784 "
B L 760 "
B D 761 "
B B 785 "
B S 783 "
B L 777 "
B D 782 "
H V F 781 "

B D 770 *medicaments.*
A N 40 "
E S 1 conserves.

concerne l'expédition du dit steamer, ordres à recevoir et destination finale. Et pour cet effet, je m'engage corps et biens avec mon dit steamer, frêt et apparaux d'icelui, en foi de quoi j'ai signé cinq connaissements d'une même teneur dont l'un accompli et les quatre autres de nulle valeur.

BORDEAUX, *le* 27 *Mars*, 1862.

Contents unknown. Not accountable for leakage or breakage.

E. H.

152 I, E. Hunter, captain of the steamer Circassian, now in the port of Bordeaux, and loading for the port of Havana for orders, acknowledge having received on board of my said steamer, from Mrs. T. Schutz & Co., (14) fourteen cases of medicines and preserves, estimated at two tons ($\frac{0}{0}\frac{3}{0}$,) all in good order and well conditioned, marked and numbered as appears on the back of this; which said merchandize I promise to convey in my said steamer (the dangers of the seas, machinery, and all other unavoidable accidents excepted) to the said port of Havana, there to receive orders for the final destination of my said steamer, and there to deliver the same to Mrs. Léon Pierre & Co., or to their order, he or they paying me freight in accordance with the terms of my charter-party, which is to be considered the supreme law as regards the voyage of said steamer, the orders to be received for her and her final destination. In witness whereof, I have signed five bills of lading of the same tenor, one of which being accomplished, the other four remain void and of no value.

[STAMP.]

BORDEAUX, 27*th March*, 1862.

E. H.

153 *Stipulation.*

It is agreed between the district attorney, on behalf of the United States, and the proctor for the claimants, on their behalf, that in order to avoid an accumulation of papers in the record of this case for the Supreme Court, not necessary to the determination of the cause, that the following shall instead thereof be annexed to the record and sent up therewith:

First. It is agreed that the shipping articles show the voyage to have been from Cardiffe to ———, *and* or any other port or ports in Mediterranean, Black Sea, Sea of Azoff, United States, West Indies, or in any direction freight or employment may offer, and back to a final port of discharge in United Kingdom or continent, calling at a port for orders if required. Voyage not to exceed twelve months, and terminate in United Kingdom.

Second. That exhibit bill of lading numbered 1 is in tenor like eleven more bills of lading numbered 2, 3, 4, 5, 7, 9, 10, 11, 12, 16, 17, of the master's set found on board, except in the detail of goods shipped; that exhibit bill of lading numbered 6 is in tenor like one other bill of lading numbered 13 of the master's set found on board, except in the detail of the goods shipped; that exhibit bill of lading

number 8 is in tenor like one other bill of lading numbered 15 of the master's set found on board, except in the detail of goods shipped.

THOS. J. BOYNTON,
U. S. Att'y So. D. of Fl'a.
W. C. MALONEY,
154 *Proctor for Claimants.*

155 EMPIRE FRANCAIS.

Douanes—Port de Bordeaux—Passeport des navires etrangers—No. 393 *du registre de recette.*

Au nom de l'Empereur :

L'administration des douanes Françaises donne par les présentes, au Sr. Hunter du navire (Anglais) vapeur le Circassian de 912 tonneaux. Passeport et permission de sortir du port ci-dessus désigné, apres avoir subi la visite ordinaire, tant du navire que de sa cargaison, pour aller a la Havane, chargé de divers—pour lequel passeport, tenant lieu de certificat, il a payé, aux termes de la loi du 28 vendemiaire au 2 (art. 37) un franc, outre le droit du timbre.

Delivré au bureau des douanes et navigation à Bordeaux, le 27 Mars, 1852.

Le Commis ppul,
BOISONDON.

Vu au ministere de finances.
{ Ministér des }
{ Finances. }
Expedie le 5 Avril, 1862.
BOISONDON.

156 CONSULADO DE ESPANA, *San Thomas.*

El buque contenido en este despacho procedente de Burdeos, entro en este puerto pa. hacer carbon, y signe hoy para la Habana con el mismo cargamento.

St. Thomas, 27 de Abril de 1862.

FED'CO SEGUNDO.
Consul de Espano.

{ Consulado de Espana }
{ en Sn. Thomas. }

157 [Translation.]

Customs—Port of Bordeaux—Passport of foreign vessels—No. 393 *of the register of fees.*

FRENCH EMPIRE.

In the name of the Emperor :

The administrator of French customs grants, by these presents, to Mr. Hunter, of the British steamer Circassian, of the burthen of 912 tons, passport and permission to leave the port above named, after having submitted to the usual visitation of vessel and cargo, and to proceed to Havana with an assorted cargo ; for which passport, in lieu of a certificate, he has paid one franc, in accordance with the law of the 27 vendemiaire, year 2, (article 37,) besides the fee for the seal.

Delivered at the bureau of customs and navigation, at Bordeaux, the 27th of March, 1862.

The Commissioner,
BOISONDON.

Seen at the ministry of finance.
{ Minister of Finance. }
Delivered on the 5th April, 1862.
BOISONDON.

158 CONSULATE OF SPAIN, *St. Thomas.*

The within-named vessel, from Bordeaux, has come into this port to procure a supply of coal, and sails to-day, for Havana, with the same cargo.

St. Thomas, 27th April, 1862.

FED'CO SEGUNDO.
Consul of Spain.

{ Consulate of Spain [SEAL.] and St. Thomas. }

159 "Par Circassian, (vapeur.")

BORDEAUX, 26*th Mars*, 1862.

Messieurs BAUMANN & Co., *Neg'ts, Havana:*

Je vous confirme mes lettres des 16 Janvier and 1r. Fevrier, tontes deux ayant trait a mon envoi par l'Iris, que j'espeie est rendu chez vous maintenant, je peuse recevoir le compte de vente le mois prochain, et la remise successivement.

L'article sardine a repris sur note place a cause de la diminutive du stock et de la fin de la campagne, mais la Peche nouvelle devant selon l'usage commencer dans 2 mois nous pourrons vous, addresser du poisson nouvean en Juin ; ainsi donc pour peu que votre compte de vente soit satisfaisant vous receverez un nouvel envoi.

En attendant le plaisir de vous servir,

Agress, messieurs, mes salutations distinguees.

J. BAZEE.

Cette lettre vous parriendra par un vapeur Anglais partant directement d'ici pour chez vous, chargé entierément de nos produits pour New Orleans, on dit on il si charge de les introduire, je ne sais s'il reussira.

160 [Translation.]

Per Circassian "steamer."

BORDEAUX, 26*th March*, 1862.

Messieurs BAUMANN & Co., *Merchants, Havana:*

I herewith confirm my letters of the 16th January and 1st February, both of which referred to my shipment per "Iris," which I hope

has reached your place ere this. Next month I hope to receive account sales and remittance for same.

The article of sardine has risen in price in our place, owing to the diminished stock on hand, and the end of the fishing season. The next fishing season, according to custom, will commence in about two months, and we will have it in our power to send you a supply of the new crop of fish in June; and notwithstanding how little satisfactory your account sales may be, you will receive a new shipment.

Awaiting the pleasure of serving you,

Receive, gentlemen, my distinguished salutations.

J. BAZEE.

This letter will be conveyed to you by a British steamer sailing directly from here for your place, and ladened entirely with our products for New Orleans, where, it is said, she has engaged to introduce them. I know not if she will succeed.

161 BORDEAUX, *le* 2 *Avril*, 1862.

Monsieur VICTOR MAIGNAN, *New Orleans:*

Nous vous ecrivimes, cher ami, le 6 Mars, dernier en vous envoyant le duplicata de notre precedent lettre du 14 Janvier. Dans celle du mois de Mars, dont ci-joint copie, nous vous donnions avis de expedition que nous allions faire a la Havana par "Luis" de vins en caisses et barriques. Nous souhaitons que vous ayez reçu nos lettres, et que vous vous mettierz a meme de faire passer chez vous *tout on partie* de n's envie, il nous tarde d'avoir de vos nouvelles sur cette proposition. Nous avans en, il y a 15 jours, votre lettre du 7 Fevrier. Celle-ci vous parviendra par la "Circassian" vapeur Anglais, venn ici depuis un moi, pour emporter chez vous, en forcant le blocus, un fort belle cargaison.

Nous avons vu quelqu'un de chez Mr. Olanyer qui n's a dit que vos merrains sont vendus, vous en aurez du recevoir le compte de vente depuis votre susdite du 7 Fevrier. Cet article va doncement, cependant dans un mois nous devrons bien vendre suivant que la gelée laissera on non, la vigne suivre son cours, ce qui pourrait etre donteux, deja, la temperature etant très donce, la pousse se fait et le vent du nord ferait, bien du mal, cependant il n'y a point encore. Les bois de New York sont le seuls naturellement d'Amerique qui se vendent, mais il l'enfuit beauconp, et quand vous pourrez nous envoyer il y aura ende concurrence.

Comme nous desirous profiter d'une maniere on d'une autre de la levée du blocus, quand elle devra enfin avoir lieu, on meme d'une occasion de vous parvenir a le forcer, nous vous engageons a penser a une petite affaire de coton. D'apres la circulaire de monod du
162 18 Mars, d'ea, que nous vous remettons sousplis, vous verrez les prix : il est donc probable que les premiers cotons qui arriveront donneront de fort beaux benefices. Meme a prix elevé de fret il n'y aurait pas a hesiter un seul instant, nous vous disions de tacher de voir Renaud on tout autre, pour avoir nos vins de le Havane, occupez vous aussi d'y faire parvenir qques balles de coton : Nous vous mettons de mortie dans tout ce que vous pourriez expedier, et si vous ne pouveg

parvenir a en envoyer durant le blocus, tenez-nous comme associés dans une operation des qu'il sera levé, et faisant partir au plutot.

Envoyez on vous pourrez en France, au Havre on ici, on ailleurs meme, car ce lainage se vendra partout a très grand profits, pourvie qu'on soit des premiers á arriver.

Si quoique vous puissiez d'une maniere on d'une autre faire un envoi, il ne vous conirendrait pas, cher ami, d'y prendre interêt, faites le pour notre compte, naturellement en reduisant les quantities, mais neamoins vous pourriez aller jusqu'a 300 balles par petite on gross quantité comme vous le pourrez. Quant au remboursement nous ne pouvons vous en fiscer le mode, vous seul savez comment vous devriez faire, nous vous y antorisons d'hoces et deja.

Dites nous dans vos prochaines s'il y aurait quelqu' espoir de monter ainsi qques petites affaires. Si vous addressiez à la Havane, ne pouvant venir directement en France, vous derriez envoyer a M'rs Vignier, Robertson & Co., pour n's faire parvenir, a moins que vous n'ayez une autre maison que v's deviez preferer, pour une cause quelconque.

Nous esperons que vous arriverez a lier une affaire, et enfin a
163 nous donner signe de vie, pauvre bloqué !

La pension a M'm Laborde se compte regulierement tons les mois. Nous desirerions, cher ami, que vous nous ecrivissiez autant que v's le pourrez, pour nous tenir au courrant de ce qu'il y aurait a faire en importation on en exportation. Nous comptons donc sur une lettre de vous suivre de plusieurs autres Nous vous faisons, cher ami, nos plus affectuenses salutations.

DROUET & GAUTIER.

Tout le monde dans nos deux familles vous charge de les rappeler a votre souvenir.

[Translation.]

164 BORDEAUX, 2*d April*, 1862.

Mr. VICTOR MAIGNAN, *New Orleans:*

We wrote you, dear friend, on the 6th March last, and sent you duplicate of our previous letter of the 14th January. In our letter of March, of which we annex duplicate, we advised you of our intention to make a shipment of wine in cases and casks, to Havana, par "Luis." We hope that you have received our letters, and that you will have it in your power to have the whole or a part of our shipment forwarded to you. We are anxious to hear from you in regard to this proposition.

Your letter of the 7th February was received a fortnight since. This will reach you by the British steamer Circassian, which arrived here a month since to take on board a fine cargo, with which to force the blockade of your port.

We have seen some one from the house of Mr. Olanger, who informed us that your staves had been sold. You doubtless have received the account sales since the date of your letter of the 7th February. That article is of slow sale, but in the course of a month it will sell better, provided that the cold weather does not interfere with

the growth of the wine ; already the temperature is very mild, and the shoots are putting out, and the north winds would do them much harm, but we have been free from them as yet. The only American timber now sold here comes from New York, and much of it is consumed, but when you are are able to send us some there will
165 be active competion.

As we desire to profit, in one way or another, when the blockade is raised, or even to force it if a favorable opportunity should occur, we suggest to you to think of a little affair in cotton. In the circular published by "Monod," of the 18th March last, which we send you under cover, you will see the prices. It is probable that the first arrivals of cotton will command high prices. Even at a high price of freight there should be no hesitating a single instant. We desire that you should see Renard, or any one else, to forward our wines from Havana. Endeavor also to send us some bales of cotton. We give you one-half interest in all that you may ship, and, if you do not succeed in shipping any during the continuance of the blockade, consider yourself as a partner in an operation to be entered into as soon as the blockade is raised, and which you will have shipped at the earliest moment. Ship to the most convenient port in France—say Havre or here, or anywhere else, as this article will command a high profit wherever sent, provided it is among the first arrivals.

If, in one way or another, you can make us a shipment, and it is not convenient for you, dear friend, to take an interest, make the same on our private account—only reduce the quantity. Ship to the extent of 300 bales, in large or small lots, as most convenient to you. With regard to reimbursing you we can give no directions ; you alone know what is best to be done about it, and have our authority for so doing.

166 Inform us in your next if there is any hope of our being able to do some little business. If not in your power to send letters directly to France, and you have to send them to Havana to be forwarded, we suggest that they be sent to Mess. Vignier, Robertson & Co., unless you have another house which you prefer. We hope that you may be able to get up some business, and give us some signs of life : poor blockaded people !

The pension of Madam Laborde is paid regularly every month. We wish, dear friend, that you will write to us as often as you can in order to keep us advised of what is likely to be done in the way of importations or exportations. We rely upon the receipt of a letter from you, to be followed by many others.

We tender you, dear friend, our affectionate salutations.

DROUET & GAUTIER.

All the members of our two families send kind remembrances to you.

167 "Per Circassian."

BORDEAUX, 2 *Avril*, 1862.

Messieurs BROOKS & C'IE, *San'to de Cuba :*

MESSIEURS ET AMIS : Nous vous remettens sous ce pli les connaisements de nos 2 lettres du 29 Mars d'r que nous vous confirmons. La

correspondence de Cuba, via St. Thomas, à eté distribuée ce matin, mais nous n'avons reçu ancurre lettre de vous; nous espérons que votre prochaine vous annoncera l'arrivée du "Guantanamo" chez vous, et que grace a la baisse des sucres qu'on nous annonce sur votre marché, il vous sera facile de trouver im chargement a fret pour notre navire.

Nous vous écrivons ces lignes par un steamer Anglais, que a chargé dans notre port pour la Nouvelle Orleans, ou il doit se rendre apres avoir touché á la Havane. C'est, nous dit on, un trés grand marcheur, de sorte que nous ne serions pas surpris que la présente vous arrivat avant celle via St. Thomas.

Vous savez sans donte qu'im service de bateaux á vapeur á été organisé pour partir tous les mois de St Nazaire pour la Martinique en 15 jours, Santo. de Cuba, en 21 jours, et la Vera Cruz en 26 jours; le premier depart aura lieu le 14 ct. Bien que cette ligne devra nous en lever presque tou les passagers de Cuba en France, nous voyons diun autre co'té avec plaisir s'etablir se service pour ce qui est de la correspondence.

Revenant á l'ordre d'achat que nous vous avous donné par
168 notre dernière relativement á un chargement de sucres Moscovados pour le prochain voyage du "Guantonomo" nous vous autorisons á payer jusqu'a *deux piastros trois quarts* si vous pouvez trouvez á ce prix une trés bonne qualité, preferant payer ¼ de $ de plus pour avoir des sucres secs, ayant du grain et de la nuance. Nous vous en rapportons a vous Messieurs, pour agir au mieux de nos interests. Vous pourrez comme toujours prendre votre remboursement sur nous aussitot que vous aurez payé ces sucres, en gardant par devers vous 3 or 4,000$ a notre credit sur vos livres pour faire face aux depenses de notre habitation.

Les cafés sont de plus en plus fermes sur notre place; au nous offre le beau prix de f's 115—les 50 ks. pour 51 Boucants "Beaudesert," chargé a notre adresse sur le "Taurus;" c'est a peu prés l'equivalent de $17. C'est aujourd 'hui qu'a lieu la vento publique a Rotterdam. Rieu de nonveau en sucres.

Agréez Messieurs et Amis nos bien sincères salutations.

LESTAPIER & C'IE.

169 [Translation.]

"Per Circassian."

BORDEAUX, 22 *April*, 1862.

Messieurs BROOKS & Co., *Santo de Cuba:*

GENTLEMEN AND FRIENDS: We enclose you herewith duplicates of our 2 letters of the 29th March last, which we confirm. The mail from Cuba, via St. Thomas, was distributed this morning, but we received no letter from you. We hope that your next will announce to us the arrival of the "Guantanamo" at your port, and as we are informed that the price of sugar has declined in your market, that you will have no trouble to procure a cargo on freight for our vessel. We write you these lines by a British steamer which has loaded at our port for New

Orleans, where she will proceed after having touched at Havana. She is reported to be a fast sailer, and we will not be surprised if this letter reaches you before the one sent via St. Thomas.

You are doubtless aware that a line of steamers has been organized to run monthly from St. Nazaire to Martinique in 15 days, to Santiago de Cuba in 21 days, and to Vera Cruz in 26 days; the first departure will take place on the 14th instant. Although this line will deprive us of nearly all passengers for Cuba from France, we are pleased to see it established on account of the mail facilities which it will afford us.

In regard to the order sent you in our last respecting the
170 purchase of a cargo of Muscovado sugars for the next voyage of the "Guantamano," we authorize you to pay as high as "two and three quarters" if you can at that price find a very good quality, and preferring to pay $\frac{1}{4}$ of a dollar more for dry sugars of good grain and light color.

We leave it to your judgment, gentlemen, to do the best for our interest. You can, as usual, reimburse yourselves upon us as soon as the sugars are paid for, reserving some $3 or $4,000 to our credit on your books to defray the expenses of our plantation.

The price of coffee advances more and more in our port; we have been offered the fine price of 115 francs—the 50 Rs. for 51 hogsheads "Beaudesert" shipped to our address per "Taurus," which is nearly equal to $17. The public sale will take place to day at Rotterdam.

No change in the sugar market.

Be pleased, gentlemen and friends, to receive our sincere salutations.

LESTAPIER & CO.

171 "Pr. Circassian."

BORDEAUX, *le* 31 *Mars*, 1862.

Monsieur J. R. MARQUETTE, *Havane:*

Sons les auspices de notre ami commun, Mr. Celestin Soula, nous prenous la liberté' de vous recommender l'incluse, a l'adresse de notre maison de New Orleans. Les troubles qui ajitent les Etats Unis nous mettent dans le plus grand embarras, pour la transmission de la correspondence & nous sommes forcés de nous servir, de toutes les voies que se presente pour expedier nos lettres. Le navire porteur de la presente, doit tenter l'entrée du Mississippi, touchant préablement dans votre port.

Si vous avez le moyen d'achenimer notre lettre par un autre moyen que le Circassian, vous nous obligeréz beaucoup de l'employer, a defant d'autres, vous pourrez la remettre a bord, quoique nous n'ayons pas grand confiance dans l'heureuse arrive de ce batiment, si le blocus n'est pas levé. En un mot, faites du mieux, nous vous en exprimons a l'avance tonte notre reconnaissance. Venillez signaler, s'il y a lieu, a Mr. Soula, les frais que nous vous aurons necessité nous vous impresseront de le lui rembourser.

Venillez agreer, Monsieur, arec nos remerciments nos bien sinceres salutations.

p. pro. P. LONGIS & CO.,
ENG. P. CHELAR.

172 [Translation.]

"Pr. Circassian."

BORDEAUX, 31 *March*, 1862.

Mr. J. R. MARQUETTE, *Havana:*

Under the auspices of our mutual friend, Mr. Celestin Soula, we take the liberty of handing you the enclosed for our house in New Orleans. The troubles now occurring in the United States are very embarrassing to us in the transmission of our correspondence, and we are forced to resort to every means for the purpose of forwarding our letters. The vessel which will carry this will attempt to enter the Mississippi river, touching previously at your port. If you have the opportunity of sending our letter by any other conveyance than by the "Circassian," you will oblige us by availing yourself of it. But failing in this, you can let it go forward in this vessel, though we are not very confident of her safe arrival, if the blockade has not been raised. In one word, do the best you can. We beg to thank you in advance for your kindness. Be pleased to inform Mr. Soula, if you have the opportunity, of any expense that we have occasioned you, in order that we may reimburse him at the earliest moment.

Be pleased, sir, to accept with our thanks our most sincere salutations.

p. pro. P. LONGIS & CO.,
ENG. P. CHELAR.

173 "Pr. Circassian."

BORDEAUX, *le* 31 *Mars*, 1862.

Messrs. S. D. GRATIAA & Co., *New Orleans:*

Nous n'avons sieu de nouveau a vous participer depuis nos lignes 28 ct. que nous vous confirmons, et doit ci-joint duplicata. Nous confians la presente au vapeur "*Circassian*," que va essayer d'entrer dans votre fleuve en touchant preablement a la Havane, et c'est un Ami de cette ville a qui nous la recommandons soit pour vous l'envoyer par un voie suve, soit pour la laisser abord du dit vapeur. Nous avous reçu dup'a de votre lettre 14th Fev'er, elle en contenait sous date du 19 Fev'er une pour Mad'e Longis, qui a bien voula nous participer les passages pouvant nous interesser, notamenent ceux relatifs a votre eucau 4 Fevrier.

Elle confirme aussi la possession on vous e'tes de beaucoup d'argent, que le prix trop elevé du change, vous empeche de faire parvenir.

Par le dernier courrier, Mr. Lambert a reçu du change de Mr. Ordre (Komque sur Marenard, bien accepti) au taux def's 4.40 acheté les 6 et 11 Fev'er environs f'ꝛ 61,000. Vous auriez pu a ce taux la remettre quelque chose, rien que pour satisfaire Wilbrer, chez qui votre decouvert conte 6 p. c. au d'int't & 1 p. c. et 1 p. c. par mois comm'n.

Nous vous saluons bien cordialement,

pr. prs. P. LONGIS & CO.,
ENG. P. CHELAR.

174 [Translation.]

"Pr. Circassian."

BORDEAUX, 31*st March*, 1862.

Messrs. S. D. GRATIA & Co., *New Orleans:*

We have nothing new to advise of since the date of our respects of the 28th January last. duplicate of which is herewith enclosed. We send this by the steamer "Circassian," which will try to enter your river, touching previously at Havana, and it is to a friend in that city that we send this, in order that it may be forwarded to you by some safe opportunity, or to go in said steamer. We have received duplicate of your letter of the 14th Feb'y; it enclosed one dated the 19th Feb'y for Mad'e Longis, who has been kind enough to communicate to us such portions of it as were interesting to us, particularly those relative to your auction sale on the 4th February. It also informs us that you are in possession of a large sum of money, which the high rates of exchange prevents you from remitting. By the last mail Mr. Lambert received some exchange from Mr. Oudre (Komque on Marenard, well accepted,) at the rate of 4.40, purchased on the 6th and 11th February, alm't f's 61,000. You might, at that rate of exchange, have remitted us something, if only to satisfy Wilbrer, who charges your open account 6 p. c. per annum interest, and 1 p. c. per month commission.

We salute you most cordially,

Pr. pro. P. LONGIS & CO.
ENG. P. CHELAN.

175 BORDEAUX, 1*er Avril*, 1862.

Messrs. J. M. MORALES & Co., *Havre:*

MESSIEURS: Ayez la bonté de faire suivre par steamer Circassian la lettre ci-joint contenant les documents d'expedition de marchandises que j'addresse a ma maison de Nouvelle Orleans.

Vous m'obligerez beaucoup en m'accusant reception de la présente communication aussi lieu que de ce que vous apprendriez concernant le steamer Circassian.

Lorsque les communications avec la N'lle Orleans seront retablies je m'y rendrai sans de longs delais, en passant par votre ville, ou j'aurai l'honneur de vous presenter mes respects.

Your ob't s'v't,

P. E. BRULATOUR.

Aux soint Bouvet Jenne, Rue Esprit des Lois, Bordeaux.

176 [Translation.]

BORDEAUX, *April* 1*st*, 1862.

Messrs. J. M. MORALES & Co., *Havana:*

GENTLEMEN: Be pleased to forward, by the steamer Circassian, the enclosed letter containing shipping documents of merchandise sent by me to my house in New Orleans. You will oblige me by acknowl-

edging the receipt of this communication, and furnishing me with such information as you may learn respecting the steamer Circassian.

When communication with New Orleans is re-established I will return there without delay, via your city, when I will have the honor to present you my respects.

Your ob't se'v't,

P. E. BRULATOR.

Care of Bouvet Jenne, No. 14 Esprit des Lois street, Bordeaux.

177 BORDEAUX, *le* 28 *Mars*, 1862.

Messrs. BRULATOUR & C'IE, *a la Nouvelle Orleans:*

MESSIEURS: J'ai charge par votre compte sur le navire "Circassian," Cap'e Hunter, allant dans votre port 500 caisses huile d'olives & 12 barriques vin rouge, dont vous trouverez le detail dans la facture en l'autre part montant á f's 12,000.

Vous vondrez bien vous confirmer aux instructions que vous remettra Monsieur Brulatour.

Venillez agreer, messieurs, mes salutations empressees

J. L. DURET.

[Translation.]

BORDEAUX, 28*th March*, 1862.

Messrs. BRULATOUR & Co., *New Orleans:*

GENTLEMEN: I have shipped for your account, on board the steamer Circassian, bound to your port, 500 cases olive oil and 12 casks red wine, as per invoice hereunto annexed, amounting to 12,000 francs.

You will be pleased to be governed by the instructions which will be transmitted to you by Mr. Brulatour.

Be pleased, gentlemen, to accept my respectful salutations.

J. L. DURET.

178
179 BORDEAUX, *le* 15 *Mars*, 1862.

Facture de cequi suit, charge sur le navire Circassian, Cap'e Hunter, allant la Nouvelle Orleans, a l'adresse & pour compte de Messrs. P. E. Brulatour & C'ie au dit lieu.

P. E. B.	No. 1, 100 caisses de 12 bouteilles, de litre verre noir, de 28 onces, huile d'olives superfine, *a* f'cs 26 la caisse *a* bord.....f'cs	2,600
"	No. 2, 300 caisses de 12 bouteilles, vere noire, de 22 onces, huile d'olives superfine *a* f'cs 20 la caisse *a* bord.....f'cs	6,000
"	No. 3, 100 caisses de 24½ bouteilles, verre noir de 11 onces, huile d'olives superfine *a* f'cs 23 la caisse *a* bord.....f'cs	2,300
"	No. 4, 12 barriques vin rouge, Macau, Medoc, *a* f'cs 100 la barrique *a* bord.....f'cs	1,200
	f'cs	12,100

NOTA.—Parmi les 100 caises huile No 1, une est marquee par a signe [1] elle contient des bouteilles echantillon de chaque partié d'huile.

180 BOURDEAUX, 15*th March*, 1862.

Invoice as follows: shipped on board the steamer Circassian, Capt. Hunter, bound to New Orleans, to the address and for the account of Messrs. J. E. Brulatour & Co., or their order,

P. E. B. No. 1, 100 cases of 12 bottles each, q'ts, dark glass, 28 ounces each, superfine olive oil, *a* 26 francs per case, delivered on board.....f'cs		2,600
" No. 2, 300 cases, of 12 bottles each, dark glass, 22 ounces each, superfine olive oil, *a* 20 francs per case, del. on board .....f'cs		6,000
" No. 3, 100 cases, of 24 half bottles each, dark glass, 11 ounces each, superfine olive oil, *a* 23 francs per case, del. on board..... .....f'cs		2,300
" No. 4, 12 barrels red wine, " Mecau, Medoc," *a* 100 francs per barrel, del. on board..... f'cs		1,200
	f'cs	12,100

NOTE.—Among the 100 cases oil No. 1, one is marked [1] containing sample bottles of each lot of oil.

181 Je, E. Hunter, capitaine du steamer Circassian, maintenant a Bordeaux, en charge pour la Havane, pour ordres, reconnais avoir recu et charge dans mon dit steamer et sous son franc tillac, de Mr. J. L. Duret.

P. E. B. Cing cent douze colir, detailler daute part allans ememlle 'e 4. pour vingt sept ton'e $\frac{10}{100}$, le tout sec et bien conditionne, marque et numerote comme dessus, lesquelles marchandises je m'engage a porter dans mon steamer (sans les risques et perils de la mer, des machines et chaudierer a vapeur et tous autres cas de force majeur) audit lieu de la Havane, pour y recevoir des ordres pour la destination ulterieure de mon dit steamer et la, les delivrer a Mr. ordre, en me payant mon fret suivant les termes de ma charte partie qui fait loi supreme en ce qui concerne l'expedition dudit steamer, ordres a recevoir et destination final.

Et, pour cet effet, je m'engage corps et biens, avec mon dit steamer, fret et apparaux d'icelui, en foi de quoi j'ai signe quatre connaissements d'une meme teneur, dont l'un accompli et les tres autres de nulle valeur.

Bordeaux, le 31 Mars, 1862.

Contents unknown, not accountable for leakage or breakage.

EDWARD HUNTER.

182 *Detail.*

P. E. B.	No. 1.	Cent caiser de 12 q'te de litrer 28 oncer huile d'olive	100 c.
"	" 2.	Trois cent laisser de 12 q'te peld frontignan 22 oncer huile d'olive	300 c.
"	" 3.	Cent laiser d 24½ peld frontignan 22 oncer huile d'olive	100 c.
"	" 4.	Douzer banquer simpler fute un douz	12 baring.
		Color	512

Deliverez les merchandises a dessus a Messrs. Brulatour on a leur ordre.

Bordeaux, 31 Mars, 1862.

J. L. DURET.

183 *Translation*

I, E. Hunter, master of the steamer Circassian, now in the port of Bordeaux, and loading for the port of Havana for orders, do hereby acknowledge having received on board of my said steamer from Mr. J. L. Duret,

P. E. B. five hundred and twelve packages, as detailed on the other 'e 4. side, making twenty-seven tons $\frac{10}{100}$, all in good order and well conditioned, marked and numbered as in the per margin, which said merchandise I promise to convey in my said steamer (the dangers of the seas, machinery, and all other unavoidable accidents excepted,) to the said port of Havana, there to receive orders for the final destination of my said steamer, and there to deliver the same to Mr. order, he or they paying me freight in accordance with the terms of my charter party, which is to be considered the supreme law as regards the voyage of said steamer, the orders to be received for her, and her final destination.

In witness whereof, I have signed 4 bills lading, all of the same tenor, one of which being accomplished, the other three will remain void and of no value.

Bordeaux, 31 March, 1862.

Contents unknown, not accountable for leakage or breakage.

EDWARD HUNTER.

184 *Detail.*

P. E. B.	No. 1.	One hundred cases, 12 qt. bottles, each 28 ounces olive oil	100
"	2.	Three hundred cases, 12 wine bottles each, 22 ounces olive oil	300
"	3.	One hundred cases, 24 ½ bottles each, 11 ounces olive oil	100
"	4.	12 barrels wine	12
			512

Deliver the merchandise as above to Messrs. Brulatour, or to their order.

Bordeaux, 31st March, 1862.

J. L. DURET.

185 *2ta.—Orig'l via Havana.*

BORDEAUX, 27 *Mars*, 1862.

MON CHER NORÉS: Je vous confirme mes lettres 13, 19, 20, 22, and 24 ct., via Hav'a, dont j'espere les duplicatas vous parviendront avec celle-ci. Voici le detail de ce que nous avons a bord du Circassian, avec les prix de revient qui comprennent tout y compris les droits de douane, d'aprés le tarif confédere, &c., &c., (calcule a 5 francs pr. piastre.)

4 c. saucissons de Lyon 92½ cents.
16,000 ½ b'tes sardines, Philyyn & Co., 28½ cts.
14,000 ¼ do. do. 17½ cts.
25 c. diverses conserves.
200 sacs Java café, 24 *a* 25 cts. la livre, Americaine.
20 casks claret, $37 *a* $40.
50 ¼ brandy, ordinaire, Joyeux, $1 35 gallon.
75 ⅛ do. do. Bonnin, $2 65 do.
2 ½, 30 ¼, and 60 ⅛ U. P.
100 c. huile 28 onces en 12 bouts. }
300 c. " 22 " 12 " } J. Le Claret.
100 c. " 11 " 24 ½ " }
12 casks claret, ord're.
2 c H. Norés marmalade á par lui meme.

Ci contre probabilité ce navire, arrive, vendez en mieux, mais ne gardez pas en mains du papier monnaie, investisez en drafts de banque, on n'importe quoi, mais toujours en garde contre accumulation de b'k notes, bonds, du tresor, &c., &c. Si le navire trompait ses chargeurs et attendait l'ouverture du port vous auriez a de battre en proportion de ce débone le fret á lui payer—suivant le bondereaux du courtier maratime le fret est payable cash en dollars, et nous entendons bien par la dollars cash currency car nous n'aurions jamais admis le dollars specie. Nous vous addressons donc ce bon-
186 dereau pour eviter que l'on ne cherche a vous imposer en metal le reglement du frêt, le B. L. ne specificant pas le taux du frêt, et renvoyant a cet egard a la charter partie qui reste au pouvoir du principal affréteur et sera sans nul donte remise au consignataire chez vous. Les nouvelles de N. Y. 8 ct. annoncent par les federaux des succes generaux, et l'opinion partout fait pressentir qu'ils ne terdront pas d'arriver a leur but. Nous vous dispensons de tout commentaires et toute appreciation. Nous attendons avec anxiété le fin de cette situation, desirant de tout notre cœur et avant tout, que ceux que nous aimons ne soient pas victimes des evenents qui peuvent surgir.

Les amis Bouvet sont aupres de moi et s'unissent dans mes vœux and dans mes pensées les plus intimes. Adieu. Tout a vous.

P. E. B.

Votre fils et mere sont bien. Dites a l'ami Reid que lui ayant écrit dernièrement pour le rassurer a l'endroits des inquietudes qu'il pouvait concevoir sur les rapports dont il est menacé, par notre ancien collaborateur. Il peut être bien convaincu que je n'y porterai qu'une attention tres mediocre et qu'il ne baissera pas d'une ligne dans mon estime et affection. Je desire pour Reid aussi bien que pour Charley que l'heureuse arrivee dans de bonnes circonstances de ce steamer leur fournisse l'occasion de faire usage de leur activité et sagacité. Si ce steamer forçait le blocus en tems opportun, l'assortiment qu'il vous apporte est d'un choix tel que vous n'auriez aucune concurrence á redonter, tout étant de lere necessite et d'un choix par fait.

187 [Translation.—Duplicate.]

Original, via Havana.

BORDEAUX, 27 *March*, 1862.

MY DEAR NORÉS: I have to confirm my several favors of the 13, 19, 20, 22, and 24 instant, via Havana, duplicates of which I trust will reach you with this. Annexed you have memorandum of the articles we have on board the Circassian, with the net cost of each article, including the duties, as per the tariff of the confederate States, (the dollar being calculated at five francs.)

4 c. sausage, of Lyons, cost 92½ cents.
16,000 ½ boxes sardines, Philyyn & Co., 28½ cents.
14,000 ¼ do. do. do. 17½ cents.
25 c. assorted preserves.
200 sacks Java coffee, 24 *a* 25 c. pr. pound, American.
20 casks claret, $37 *a* $40.
50 ¼ ordinary brandy, "Joyeux," *a* $1 35 per gallon.
25 ⅛ do. "Bonnin," $2 65 do.
2 ½, 30 ¼, and 60 ⅛, W. P.
100 c. oil, 28 ounces in 12 bottles.
300 c. do. 22 do. 12 do. } J. Le Claret.
100 c. do. 11 do. 24 ½ do.
12 casks ordinary claret.
2 c. H. Norés marmalade, for himself.

If, contrary to probability, the vessel should arrive, sell for the best price you can obtain, but do not keep on hand any paper money, but invest the same in bank drafts or anything else; but be careful against an accumulation of bank notes, treasury notes, &c. Should the vessel deceive the shippers, and awaits the opening of the port, you will have to make a deduction (in proportion) on the freight, to be paid to the same. According to the memorandum of the ship-broker,
188 the freight is payable in cash in dollars, and we understand by that dollars in currency. We never would have admitted dollars in specie. We, therefore, send you this memorandum to avoid any attempt to exact from you the payment of freight in specie. The bills lading do not specify the freight to be charged, but the same is mentioned in the charter-party, which is in possession of the principal

shipper, and without doubt will be forwarded to the consignee of your city. The news from N. Y. of the 8th inst. shows that the federal forces have been very successful, and the opinion seemes to be general that their work will soon be accomplished. We forego all comment or opinion on this subject. We wait with great anxiety for the end of the present condition of affairs, and I hope, with all my heart, and, above all, that those whom we love will not fall victims to circumstances which may occur. Our friends Bouvet are near me, and join me heartily in my vows and thoughts. Adieu. All to you.

P. E. B.

Your son and his mother are well. Tell friend Reid that I have lately written him to encourage him respecting any uneasiness that he might feel in consequence of certain reports with which he is threatened by our former partner. He may rest assured that I will give them but little attention, and that my esteem and affection for him will not be lessened in the remotest degree. I desire for the sake of Reid, as well as Charley, that the safe arrival of this steamer will afford them the opportunity to make use of their activity and sagacity. Should this steamer force the blockade at the proper time, you will have no opposition in the sale of her cargo, all of which consists of articles of the first necessity and of the first quality.

189 [Duplicata]

LA ROCHELLE, *le* 21 *Mars*, 1862.

Messrs. BRULATOUR & CIE, *New Orleans.*

MESSIEURS: Sous ce pli nous vous addressons facture et connaissement *a* 2 ½ pp., 30 ¼, et 60 ⅛ E vie pale 4° preuve d'Amerique, charges sur le name le "Circassian" allant de Bordeaux a New Orleans, pour votre compte soit, f'cs. 15,481.50
Commission 2½ 387.03

f'cs. 15,868.53
Assurance contre les risques de mer et ceus de prise 4,310.65

f'cs. 20,179.18
Transport de la Rochelle a Bordeux et frais d'em barquement 296.88

Valeur du 3 Mars, 1862 ..... f'cs. 20,476.06

Nous espérons, Messieurs, que ces eaux de vie vous arriveront saines et sauves et que vous pourrez en faire pour notre compte le prompt écoulement.

Nous avons charge' aussi â bord d'un navire a voiles "les 2 Eulalies," 90 futs assortes qui ont du partir á destination de la Havane vers le 10 Janvier dernier. Ce navire ne doit point forcer le blócus, mais attendre a la Havane l'ouverture de votre port, qui nous l'esperons ne se fera pas long temps attendre. Nous en avons remis connaissements et factures a Messr. Meyer & Co., de la Havane, qui vous les feront parvenir aussitot que possible.

Agreés messieurs nos civilities sinceres,

GRELLET, DU PEIRAT ET C'IE.

190 [Translation.—Duplicata.]

LA ROCHELLE, 21 *March*, 1862.

Messrs. BRULATOUR & Co., *New Orleans.*

GENTLEMEN: Under cover we hand you invoice and bill lading of 2 ½ pipes; 30 ¼ and 60 ⅛ pale brandy, 4th American proof, shipped for our account on board of the ship Circassian, bound fr. Bordeaux to New Orleans.

Amount of invoice	f'cs. 15,481.50
Commission 2½ p.c.	387.03
	f'cs. 15,868.53
Insurance against perils of the sea and war risks	4,310.65
	f'cs. 20,179.18
Expenses of transportation from La Rochelle and shipping expenses	296.88
	f'cs. 20,476.06

We trust, gentlemen, that these brandies will reach you safe and sound, and that you will have it in your power to dispose of them promptly for our account, We have also shipped on board of a sailing vessel, the "2 Eulalies" 90 assorted casks, which ought to have sailed for Havane, their port of destination, about the 10th January last. This vessel will not force the blockade, but will wait at Havanna the opening of your port, which event we expect to take place before a long time. We have sent bills lading and invoices to Messrs. Meyer & Co., of Havanna, who will forward them to you as soon as possible.

Be pleased gentlemen to receive our sincere civilities,

GRELLET, DU PEIRAT & Co.

191 *Invoice of two half pipes, thirty quarter casks, and sixty barrels pale Rochelle brandy, 1st quality, 4th American proof, shipped by Messrs. Grellet du Peirat & Co., of La Rochelle, for their own account and risks, on board the steamer "Circassian," , master, bound from Bordeaux to New Orleans. Sea insurance made here.*

2 half pipes, 30 quarter casks, and 60 barrels pale Rochelle brandy, 4th American proof, containing—

		h.		h.		h.		
THE UNITED PROPRIETORS.	No. 2027,	3.08	No. 2040,	1.60	No. 2053,	1.64	No.	2066, .83
	" 28,	3.06	" 41,	1.60	" 54,	1.68	"	67, .80
La Rochelle Cognac.	" 29,	1.65	" 42,	1.59	" 55,	1.64	"	68, .86
	" 30,	1.73	" 43,	1.68	" 56,	1.67	"	69, .81
[U P.]	" 31,	1.62	" 44,	1.64	" 57,	1.67	"	70, .81
	" 32,	1.63	" 45,	1.61	" 58,	1.66	"	71, .76
No. 2027 *a* 2118.	" 33,	1.69	" 46,	1.70	" 59,	.84	"	72, .79
	" 34,	1.61	" 47,	1.66	" 60,	.77	"	73, .76
	" 35,	1.61	" 48,	1.67	" 61,	.79	"	74, .81
	" 36,	1.66	" 49,	1.67	" 62,	.81	"	75, .84
	" 37,	1.66	" 50,	1.61	" 63,	.79	"	76, .81
	" 38,	1.60	" 51,	1.64	" 64,	.80	"	77, .80
	" 39,	1.65	" 52,	1.63	" 65,	.81	"	78, .78
		24.25		21.30		15.57		10.46

Continued over.

192 Brought over.

No. 2079, .78	No. 2092, .78	No. 2105, .78	
" 80, .82	" 93, .80	" 06, .83	
" 81, .82	" 94, .82	" 07, .83	
" 82, .81	" 95, .82	" 08, .81	
" 83, .79	" 96, .81	" 09, .82	
" 84, .82	" 97, .79	" 10, .81	
" 85, .81	" 98, .80	" 11, .78	
" 86, .82	" 99, .79	" 12, .83	
" 87, .78	" 2100, .77	" 13, .82	
" 88, .81	" 01, .82	" 14, .81	
" 89, .79	" 02, .80	" 15, .79	
" 90, .86	" 03, .80	" 16, .83	
" 91, .80	" 04, .81	" 17, .80	
		" 18, .81	
10.51	10.41	11.35	

RECAPITULATION.

h.
24.25
21.30
15.57
10.46
10.51
10.41
11.35
103.85
64 drawn out.
103.21 litres, *a* fr. 150 per hectolitre ..... F. 15,481 50
Commission 2½ per cent 387 03
F. 15,868 53

[E. E.]
LA ROCHELLE, *March* 3, 1862.

GRELLET DU PEIRAT & CO.

193 Je, Hunter, capitaine du steamer Circassian, maintenant à Bordeaux, en charge pour la Havane, pour ordres, reconnais avoir recu et charge dans mon dit steamer et sous son franc tillac de Messieurs Grellet du Peirat & Co., de la Rochelle, 92 quatre vingt douze futaillas eau-de-vie, contenant ensemble cent trois hectolitres vingt et un litres (103h 21l) le tout sec et bien conditionne, marque et numerote, comme dessus, lesquelles marchandises je m'engage a porter dans mon steamer, (sans les risques en perils de la mer, des machines en chaudierer a vapeur et tous autres cas de force majeure,) audit lieu de la Havane, pour y recevoir des ordres pour la destination ulterieure de mon dit steamer, et la, les delivrera Mrs. Brulatour & Co., ou a leur ordre, en me payant mon fret suivant les termes de ma charte-partie qui fait loi supreme en ce qui concerne l'expedition du dit steamer, ordres a recevoir et destination finale

[U P]
2,027 a 2,118
2 2
30 4
60 8
Formant 11 tonneaus
40 0
Reglemen c Datonaton

Et, pour cet effet, je m'engage corps et bien, avec mon dit steamer, fret et apparaux d'ice lui ; et foi de quoi j'ai signe 4 connaissements d'une meme teneur, dont l'un accompli en les 3 autres de nulle valeur.

Bordeaux, le 25 Mars, 1862.

Contents unknown ; not accountable for leakage.

EDWARD HUNTER.

194 [Translation.]

I, Hunter, master of the steamer Circassian, now in the port of Bordeaux, and loading for the port of Havana, for orders, do hereby acknowledge having received on board of my said steamer, from Messieurs Grellet du Peirat & Co, of La Rochelle, 92 small casks brandy, containing together gallons all in good order and well conditioned, marked and numbered as in the per margin ; which said merchandise I promise to convey in my said steamer (the dangers of the seas, machinery, and all other unavoidable accidents excepted,) to the said port of Havana, there to receive orders for the final destination of my said steamer, and there to deliver the same to Messrs. Brulatour & Co., or to their order ; he or they paying me freight in accordance with the terms of my charter-party, which is to be considered the supreme law as regards the voyage of said steamer ; the orders to be received for her, and her final destination.

[U P]
2,027 a 2,118
2 2
30 4
60 8
Making 11 tons
40 0
With care

In witness whereof I have signed four bills of lading, all of the same tenor, one of which being accomplished, the other three will remain void and of no value.

Bordeaux, 25 March, 1862.

Contents unknown ; not accountable for leakage.

EDWARD HUNTER.

195 Duplicate par Southampton, 1a. par "Circassian."

BORDEAUX, 29 *Mars*, 1862.

Messieurs BRULATOUR & Co., *New Orleans.*

Je n'aie que le temps de vous addresser les factures au marchandises par "Circassian," votre sieur P. E. B. vous ayant ecrit a cet egard par diverses voies par 1a. y 2° sur les factures remises ici, je n'ai pre faire figurer les assurances, n'ayant pas encore réglé avec les assureurs du Lloyds Anglais, mais les droits de douanes ne portant jamais sur les assurances cela ne fait rien. Qu'il vous suffice de savoir qu'il faudra ajouter 25 p. c. de prime environ, quant au fret c'est $40, et 10 p. c. payable en currency et non en especes par tonneau.

En consequence, vous en incluant les droits des Etats Confédérerés, s'il n'y a pas en de change, et au change de f. 5 le dollar le prix approximatif de revient de ce que vous avez a bord,

200	sacs cafe la livre Americaine		25 cts.
16000	½ boites sardines a l'huile		29 "
14000	¼ " " "		18 "
75	⅛ eau de vie "A Bonnin"	$2	65 "
4	caises saucissous la livre		92 "
50	¼ eau de vie J. L. Joyeux	$1	50 "
20	casks claret	$40	"
100	caisses huile 28 onces	$10	"
300	" " 22 "	$8	"
100	" " 11 "	$9	"
2 ½, 30 ¼, 60 ⅛, V. P		$2	30 "

25 caisses conserves alimentaires a mettre en magasin et les vendre au detail, c'est a dire caisse par caisse grand le dechargement du Circassian sera finé.

En hate, votre devoué,

EUGENE BOUVET,
Adm. de Bouvet, jeune.

196 [Translation.]

Duplicate, via Southampton. Original, per Circassian.

BORDEAUX, 29*th March*, 1862.

Messrs. BRULATOUR & Co., *New Orleans:*

I have only time to send you invoices of merchandise per Circassian, your senior, P. E. B., having written you on this subject by several opportunities. I have charged you no insurance on the invoices, as I have not yet arranged with the English Lloyds as to the rate to be charged for same. It will be sufficient for me to say that 26 p. c. or thereabouts will cover that expense. The freight is $40 and 10 p. c per ton, payable in currency and not in specie. By adding the duties as per tariff of the Confederate States, if there has been no change, and al-

lowing 5 francs to the dollar, you can approximate the net cost of the articles which you have on board.

200	sacks coffee, "American pound,".....	25 cts.
16000	½ boxes sardines, in oil.....	29 "
14000	¼ " " "	18 "
75	⅛ casks brandy "A. Bonnin".....	$2 65 "
4	cases sausage, pr. lb.....	92 cts.
50	¼ casks brandy, J. L. Joyeux.....	$1 50
20	casks claret.....	$40 00
100	boxes oil, 28 ounces.....	$10 00
300	" " 22 "	8 00
100	" " 11 "	9 00
21 ½, 30 ¼, and 60 ⅛,	V. P.....	2 30

25 cases preserved meats to be put in store, and sold by retail, that is to say, by the case, when the Circassian will have finished discharging her cargo.

In haste, yours devotedly,

EUGENE BOUVET,
Adm'r of Bouvet, jeune.

197 *Facture a soixante-quinze huitiernes eau-de-vie chargés à l'adresse et pour compte de Messieurs Brulatour & Cie., de New Orleans, sur le steamer Anglais "Circassian," Capt. Hunter, allant au port désigné dans la charte-partie.*

75 heutiemes eau-de-vie dépotant :

P. E. B., No. 1 a 75,
fine champagne,
A. Bonnin,
Cognac.

No. 1, 67.50	No. 16, 67.50	No. 31, 66.50	No. 46, 66.50	No. 61, 65.50
" 2, 67.50	" 17, 68.50	" 32, 66.50	" 47, 67.50	" 62, 65.50
" 3, 67.50	" 18, 66.50	" 33, 66.50	" 48, 65.50	" 63, 67.50
" 4, 67.50	" 19, 67.50	" 34, 67.50	" 49, 68.50	" 64, 64.50
" 5, 67.50	" 20, 67.50	" 35, 65.50	" 50, 64.50	" 65, 64.50
" 6, 67.50	" 21, 68.50	" 36, 67.50	" 51, 66.50	" 66, 66.50
" 7, 66.50	" 22, 67.50	" 37, 66.50	" 52, 66.50	" 67, 67.50
" 8, 67.50	" 23, 67.50	" 38, 66.50	" 53, 65.50	" 68, 67.50
" 9, 66.50	" 24, 66.50	" 39, 67.50	" 54, 67.50	" 69, 67.50
" 10, 67,50	" 25, 66.50	" 40, 67.50	" 55, 65.50	" 70, 67.50
" 11, 66.50	" 26, 67.50	" 41, 66.50	" 56, 64.50	" 71, 66.50
" 12, 66.50	" 27, 65.50	" 42, 67.50	" 57, 66.50	" 72, 65.50
" 13, 67.50	" 28, 67.50	" 43, 66.50	" 58, 66.50	" 73, 66.50
" 14, 65.50	" 29, 66.50	" 44, 66.50	" 59, 67.50	" 74, 65.50
" 15, 67.50	" 30, 66.50	" 45, 67.50	" 60, 67.50	" 75, 65.50
Lrs. 1,006.50	Lrs. 1,007.50	Lrs. 1,002.50	Lrs. 996.50	Lrs. 993.50

1,007.50
1,002.50
996.50
993.50

5,006.50
37.50 dégarnissage.

Lrs. 4,969.00 a f'cs. 200, les 100 litres ..... F'cs. 9,938.00

Commission 2½ p. c. 198.75

F'cs. 10,136 75

BORDEAUX, *le 24 Mars*, 1862.

Pr. BOUVET, Jeune,
L. G. BOUVET.

Invoice of seventy-five eighth casks brandy shipped to the address and for the account of Messieurs Brulatour & Co., of New Orleans, on board the British steamer Circassian, Capt. Hunter, bound to the place designated in the charter-party.

75 eighth casks brandy, as follows :

P. E. B., No. 1 to 75,	No. 1, 67.50	No. 16, 67.50	No. 31, 66.50	No. 46, 66.50	No. 61, 65.50
	" 2, 67.50	" 17, 68.50	" 32, 66.50	" 47, 67.50	" 62, 65.50
fine champagne,	" 3, 67.50	" 18, 66.50	" 33, 66.50	" 48, 65.50	" 63, 67.50
	" 4, 67.50	" 19, 67.50	" 34, 67.50	" 49, 68.50	" 64, 64.50
A. Bonnin,	" 5, 67.50	" 20, 67.50	" 35, 65.50	" 50, 64.50	" 65, 64.50
	" 6, 67.50	" 21, 68.50	" 36, 67.50	" 51, 66.50	" 66, 66.50
Cognac.	" 7, 66.50	" 22, 67.50	" 37, 66.50	" 52, 66.50	" 67, 67.50
	" 8, 67.50	" 23, 67.50	" 38, 66.50	" 53, 65.50	" 68, 67.50
	" 9, 66.50	" 24, 66.50	" 39, 67.50	" 54, 67.50	" 69, 67.50
	" 10, 67.50	" 25, 66.50	" 40, 67.50	" 55, 65.50	" 70, 67.50
	" 11, 66.50	" 26, 67.50	" 41, 66.50	" 56, 64.50	" 71, 66.50
	" 12, 66.50	" 27, 65.50	" 42, 67.50	" 57, 66.50	" 72, 65.50
	" 13, 67.50	" 28, 67.50	" 43, 66.50	" 58, 66.50	" 73, 66.50
	" 14, 65.50	" 29, 66.50	" 44, 66.50	" 59, 67.50	" 74, 65.50
	" 15, 67.50	" 30, 66.50	" 45, 67.50	" 60, 67.50	" 75, 65.50
	1,006.50	1,007.50	1,002.50	996.50	993.50

1,006.50
1,007.50
1,002.50
996.50
993.50

5,006.50
37.50 wastage

4,969.00 a f'cs 200, per 100 litres 9,938 00

Commission, 2 per ct 198 75

10,136 75

BORDEAUX, 24*th March*, 1862.

For BOUVET, Jeune,
L. G. BOUVET.

199 *Facture à cinquante quarts eau-de-vie, chargés à l'adresse et pour compte de Messieurs. Brulatour & Cie., de New Orleans, sur le steamer Anglais "Ciscassian," Capt. Hunter, allant au port désigné dans le charté-parté.*

50 quarts eau-de-vie, déportant:

P. E. B., No. 76 *a* 125.
J. E. Joyeuse.
Cognac.

No. 76,	161 *l.*	No. 86,	158 *l.*	No. 96,	161 *l*	No. 106,	162 *l.*	No. 116,	167 *l*
" 77,	159 "	" 87,	160 "	" 97,	162 "	" 107,	165 "	" 117,	167 "
" 78,	162 "	" 88,	162 "	" 98,	161 "	" 108,	162 "	" 118,	165 "
" 79,	155 "	" 89,	162 "	" 99,	160 "	" 109,	161 "	" 119,	164 "
" 80,	161 "	" 90,	162 "	" 100,	161 "	" 110,	156 "	" 120,	165 "
" 81,	162 "	" 91,	161 "	" 101,	162 "	" 111,	161 "	" 121,	165 "
" 82,	158 "	" 92,	159 "	" 102,	160 "	" 112,	162 "	" 122,	160 "
" 83,	161 "	" 93,	168 "	" 103,	158 "	" 113,	162 "	" 123,	160 "
" 84,	162 "	" 94,	158 "	" 104,	157 "	" 114,	165 "	" 124,	163 "
" 85,	160 "	" 95,	164 "	" 105,	158 "	" 115,	162 "	" 125,	165 "
L's 1,601 "		L's 1,614 "		L's 1,600 "		L's 1,618 "		L's 1,641	
" 1,614 "									
" 1,600 "									
" 1,618 "									
" 1,641 "									
L's 8,074 "									
60 " dégarnissage.									
L's 8,014 " *a* f'cs. 87.80 c. les 100 litres									F'cs. 7,036 29
Commission, 2 p. c									140 70
									F'cs. 7,176 99

Pr. BOUVET, Jeune,
L. G. BOUVET.

BORDEAUX, *le* 24 *Mars*, 1862.

Invoice of fifty quarter casks brandy shipped to the address and for account of Messrs. Brulatour & Co., of New Orleans, on board of the British steamer Circassian, Capt. Hunter, bound to the port designated in the charter-party.

50 quarter casks brandy, as follows:

P. E. B., No. 76 *a* 125.	No. 76,	161 *l.*	No. 86,	158 "	No. 96,	161 "	No. 106,	162 "	No. 116,	167 "
	" 77,	159 "	" 87,	160 "	" 97,	162 "	" 107,	165 "	" 117,	167 "
J. F. Joyeuse.	" 78,	162 "	" 88,	162 "	" 98,	161 "	" 108,	162 "	" 118,	165 "
	" 79,	155 "	" 89,	162 "	" 99,	160 "	" 109,	161 "	" 119,	164 "
Cognac	" 80,	161 "	" 90,	162 "	" 100,	161 "	" 110,	156 "	" 120,	165 "
	" 81,	162 "	" 91,	161 "	" 101,	162 "	" 111,	161 "	" 121,	165 "
	" 82,	158 "	" 92,	159 "	" 102,	160 "	" 112,	162 "	" 122,	160 "
	" 83,	161 "	" 93,	168 "	" 103,	158 "	" 113,	162 "	" 123,	160 "
	" 84,	162 "	" 94,	158 "	" 104,	157 "	" 114,	165 "	" 124,	163 "
	" 85,	160 "	" 94,	164 "	" 105,	158 "	" 115,	162 "	" 125,	165 "
		1,601 "		1,614 "		1,600 "		1,618		1,641 "
		1,614 "								
		1,600 "								
		1,618 "								
		1,641 "								
		8,704 "								
		60 " Wastage.								
Lrs.		8,014 " *a* f'cs. 87.80 c. per 100 litres								7,036 29
		Commission 2 per ct								140 70
										7,176 99

BORDEAUX, 24*th March*, 1862.

For BOUVET, Jeune,
L. G. BOUVET.

201 *Facture a deux cents sacs café Java chargés a l'adresse et pour compte de Messieurs Brulatour & Cie., de New Orleans, sur le steamer Anglais "Circassian," Capt. Hunter, allant au port designe dans la charte-partie.*

P. E. B.	200 sacs café Java :	
No. 1. *a* 200	Pesant ensemble brut, k'os.....	11,760
	Tare et surtare, k'os.....	384
	Net k'os.....	11,376
		F'cs
	Net k'os. 11,376, *a* fr'cs 185, les 100 k'os.....	21,045 60
	Commission 2 p. c.....	420 90
		21,466 50

BORDEAUX, *le* 24 *Mars*, 1862.

Pr. BOUVET, Jeune,
L. G. BOUVET.

202 [Translation.]

Invoice of two hundred sacks coffee shipped on board the British steamer "Circassian," Capt. Hunter, to the address and for the account of Messrs. Brulatour and Co., of New Orleans, and bound to the port designated in the charter-party.

P. E. B.	200 sacks Java coffee :	
No. 1, 200	Entire gross weight, k's.....	11,760
	Tar and surtare.....	384
	Net.....	11,376
		F'cs.
	Net k's. 11,376, *a* fr'cs 185 per 100 k's.....	21,045 60
	Commission 2$^{0}_{0}$.....	420 90
		21,466 50

BORDEAUX, *the* 24*th March*, 1862.

For BOUVET, Jeune,
L. G. BOUVET.

203 *Facture a deux cent quatré vingt-trois caisses sardines a l'huilé ci apres detailées, chargées a l'addresse etpour compté de Messieurs Brulatour & Cie. de New Orleans, sur le steamer Anglais "Circassian," Capt. Hunter, allant au port désigné dans la charte-partié.*

		F'cs
P.B.--No 1.	—160 caisses de 100 ½ boités chacune ensemble 16,000 ½ boités sardines a l'huile *a* f'cs 0.90c la ½ boité	14,400 00
P. P.		
"	2.—106 caisses de 100 ¼ boites chacune ensemble 10,600 ¼ boites sardines a l'huile *a* f'cs 0.55c la ¼ boite.....	5,830 00
"	3.—17 caisses de 200 ¼ boités chacune ensemble 3,400 ¼ boités sardines a l'huile *a* f'cs 0.55c le ¼ boité.....	1,870 00
		22,100 00
	Escompté 2 p. c.....	442 00
		21,658 00
	Commission 2 p. c.....	433 15
		22,091 15

BORDEAUX, *le* 22 *Mars*, 1862.

Pr. BOUVET JEUNE.
L. G. BOUVET.

204 [Translation.]

Invoice of two hundred and eighty-three cases sardines in oil, hereafter detailed, shipped to the address and for the account of Messrs. Brulatour and Co., of New Orleans, on board the British steamer "Circassian," Capt. Hunter, bound to the port designated in the charter-party.

		F'cs.
P.B.--No. 1.	—160 cases, each 100 half boxes—total 16,000 half boxes sardines in oil, *a* fs. 0.90c per half box.....	14,400 00
P. C.		
"	2.—106 cases, each 100 quarter boxes—total 10,600 half boxes sardines in oil, *a* fs. 0.55c per quarter box.....	5,830 00
"	3.—17 cases, each 200 quarter boxes—total 3,400 quarter boxes sardines in oil, *a* fs. 0.55c per quarter box	1,870 00
		22,100 00
	Discount 2 per ct.....	442 00
		21,658 00
	Commission 2 per ct.....	433 15
		22,091 15

BORDEAUX, 24*th March*, 1862.

For BOUVET JEUNE.
L. G. BOUVET.

205 *Facture a vingt barriques vin rouge chargées a l'adresse et pour compte de Messieurs Brulatour & C'ie, de New Orleans, sur le steamer Anglais "Circassian," Capt. Hunter, allant au port désigné dans la charte-partie.*

		F'cs.
P. E. B. No. 1.—20 barriques vin rouge, *a* f'cs 3.30 le		
Marguax.	tonneau	1,650
	Commission, 2%	33
		1,683

BORDEAUX, *le* 24 *Mars*, 1862

Pr. BOUVET Jeune,
L. G. BOUVET.

206 [Translation.]

Invoice of twenty casks of red wine shipped to the address and for the account of Messrs. Brulatour and Co., of New Orleans, on board the steamer Circassian, (British,) Capt. Hunter, bound to the port designated in the charter-party.

		F'cs.
P. E. B No. 1.—20 casks red wine *a* f'cs 330 per ton....		1,650
Margaux.	Commission, 2 per ct.....	33
		1,683

BORDEAUX, 24*th March*, 1862.

For BEAUVET, Jeune,
L. G. BOUVET.

207 *Facture aux caisses a apris designees chargees a l'adresse, d'ordre et pour compte de Messrs. Brulatour & Co., de New Orleans, sur le steamer Anglais "Circassian," Cap'e Hunter, allant au port designe dans la charte-partie.*

P. E. B. No. 500 & 501.—2 caisses contenant chacune 4		
H. Nores, Andre Motelay Fils & Co., Bordeaux.	jarres soit 8 jarres contenant ensemble. Net ks. 54.40, marmelade d'abricote, *a* 2.50 le kilogramme.....	136 00
B & C. No. 143 *a* 146 —4 caisses saucissons pt. brut.		
Pilatin Fils Lyon.	304 kos. Net kos. 239, *a* 5.50 le kilogramme.....	1,314 50
		1,450 50
	Commission, 2%.....	29 00
		1,479 50

BORDEAUX, 24 *Mars*, 1862.

208 [Translation.]

Invoice of the after mentioned cases, shipped to the address, the order, and for account of Messrs. Brulatour & Co., of New Orleans, on board of the steamer Circassian, (British,) Capt. Hunter, bound to the port designated in the charter-party.

P. E. B. No. 500 & 501.—2 cases containing each 4 jars		
H. Nores, Andre Motelay Son & Co., Bordeaux.	or in all 8 jars. Net ks. 54.40, apricot marmelade, *a* 2.50 per relegramme.....	136 00
B & C. No. 143 & 146.—4 cases sausage, gross 304 Ks.		
Pilatin Fils Lyon.	Net ks. 239, at 5.50 per relegramme.....	1,314 50
		1,450 50
	Commission, 2 per ct.....	29 00
		1,479 50

BORDEAUX, 24*th Mar.*, 1862.

209 BORDEAUX, 1*er Avril*, 1862.

Messrs. BRULATOUR & Co., *New Orleans*:

Vous confirmant ma lettre 29 de l'expiré dont copie en l'autre part, Je vous remets ci-joint-connaissement a 659 colis chargè en mon no do a 92 futs U. P. copie de la charter-partie, et copie de notre bordereau particulier par Circassian, afin que vous puissiez règler le fret sans aucune difficulté, vous faisant observer que les marchandises lourdres telles que café, sardines, conserves, saucissons, confitures doivent etre calculées a 20 quintaux Anglais soit 2,240 livres Anglaises par tonneau. La livre Anglaise est egale a la votre, par consequent le tonneau Anglais vaut 1,015 kos.; les autre marchandises devront etre cubées an dechargement et le tonnage reglé a 40 pieds cubes Anglais. Vous trouverez étonnant que le vin et les eau de vie soient sujettes an cubage, mais c'est une condition de la charte-par ie, a la quelle nous avons du suscrire, en consequence vous aurez a voir que le tont soit fait avec la plus grande exactitude.

Le montant de vos factures ne sera regle ici par votre sieur P. E. Brulatour.

Le Circassian s'est engagé á forcer le blocus, dans le cas on il ne le ferait pas vous agirez comme bon vous semblera m'en rapportant a cet égard entierement a vous.

Agréez, messieur, mes salutations affectuenses,

EUGENE BOUVET,
Ad'r Bouvet, jeune.

[Translation.]

210

BORDEAUX, 1*st April*, 1862.

MESSRS. BRULATOUR & CO., *New Orleans:*

Confirming my letter of the 29th ult'o, copy of which is annexed, I now enclose herewith bills lading for 659 packages merchandise, and 92 small casks U. P.; also, copy of charter-party, and private memorandum, per Circassian, in order that you may have no difficulty in settling the freight by that vessel. You will observe that the heavy merchandise, such as coffee, sardines, preserved meats, sausages and sweatmeats, are to be reconed at 20 English tons of 2,240 lbs. to the ton. The English pound is similar to yours. The other merchandise will have to be measured, and pay freight per ton of 40 English feet. You will find it strange that the wine and brandy pay freight by the foot, but this is one of the conditions of the charter-party to which I had to submit, and you will have to be careful that every article is properly measured. The amount of your invoice will be settled here by your senior, P. E. Brulatour.

The Circassian has engaged to force the blockade, but should she fail in doing so, you will act in this matter as you may deem best. I confide this matter entirely to you.

Be pleased, gentlemen, to receive my affectionate salutations.

EUGENE BOUVET,
Ad'r of Bouvet, jeune.

211 *Marques, numeros, and detail au dos.*

Je, Hunter, capitaine du steamer Circassian, maintenant à Bordeaux, en charge pour la Havane, pour ordres, reconnais avoir reçu et chargé dants mondit steamer et sous son franc tillac, de Mr. Bouvet, jeune.

Six cent cinquante neuf calis marchandises diverses allant pour deglement a destonation, le tout sec et bien conditionné, marqué et numéroté comme dessus, lesquelles marchandises je m'engage à porter dans mon steamer, (sauf les risques en périls de la mar, des machines en chandiérer à vapeur et tous autres cas de force majeure,) audit lieu de la Havane, pour y recevoir des ordres pour la destination ultérieure de mondit steamer, et là, les délivrer à Mr. Brulatour & Co., on à leur ordre, en me payant mon frêt suivant les termes de ma charte-partie qui fait loi suprême en ce qui concerne l'expédition dudit steamer, ordres à recevoir et destination finale.

Et, pour cet effet, je m'engage corps et biens, avec mondit steamer, frêt et apparaux d'icelui; et foi de quoi j'ai signé 4 connaissements d'une même teneur dont l'ur accompli et les 3 autres de nulle valeur.

BORDEAUX, *le* 31 *Mars*, 1862.

Weight and contents unknown. Not accountable for leakage, breakage, or rust.

EDWARD HUNTER.

212	P. E. B.	No. 1 *a* 200.	200 sacs café en double emballage pesant.....	ko. 11,760
	"	1	20 barriques vin rouge....	
	"	1 *a* 75	75 huitiemes eau de vie. cont	49 h. 69 l.
	A. Bonnin, cogna.	76 *a* 125	50 quarte eau de vie.....	do. 14
	J. F. Joyeuse, cogna.	500 & 501	2 caisses confitures pesant	ko. 113
	H. Nores, confitures, B. & C.	143 *a* 146	4 caisses saucissons."...	" 304
	P. B.	1, 2, 3,	283 caisses sardines à l'huile	" 13,809
	P. C.	156 *a* 180	25 caisses conserves.....	1,767

659 colis.

213 *Translation.*

I, Hunter, master of the steamer Circassian, now in the port of Bordeaux, and loading for the port of Havana for orders, acknowledge having received on bord of my said steamer from Mr. Bouvet, junr., 659 packages assorted merchandize, all in good order and well conditioned, marked and numbered as appears on the back of this; which said merchandize I promise to convey in my said steamer, (the dangers of the seas, machinery, and all other unavoidable accidents excepted,) to the said port of Havana, thus to receive orders for the final destination of my said steamer, and there to deliver the same to Messrs. Brulatour & Co., or their order, he or they paying me freight in accordance with the terms of my charter-party, which is to be considered the supreme law as regards the voyage of said steamer, the orders to be received for her and her final destination.

In witness whereof, I have signed four bills of lading of the same tenor, one of which being accomplished, the other three to remain void, and of no value.

BORDEAUX, 31 *March*, 1862.

Weight and contents unknown. Not accountable for leakage, breakage, or rust. EDWARD HUNTER.

214	P. E. B.	No. 1 *a* 200.	200 sacks coffee, in double sacks, weighing.....	rs. 11,760
	"	1	20 barrels red wine.....	
	"	1 *a* 75	75 eighth casks brandy, containing.....	49 h. 69 l.
	A. Bonnin, cognac.	76 *a* 125	50 quarter casks do.	do. 14
	J. F. Joyeuse, cognac.	500 & 501	2 cases confections, weighing.....	rs. 113
	H. Nores, confections.	143 *a* 146	4 cases sausages.....	304
	P. B.	1, 2, 3,	283 cases sardines in oil.....	13,809
	P. C.	156 *a* 180	25 cases conserves.....	1,767

659 packages.

215 *Charter-party.*

PARIS, 11*th February*, 1862.

It is this day mutually agreed between Z. C. Pearson & Co., owners of the good steamship Circassian, of the measurement of 1,500 tons, or thereabouts, now on her way to Cardiffe. from London, and J. Soubry, esq., agent to the merchants of Paris, that the said steamship, being tight, staunch, and strong, and every way fitted for the voyage, shall, with all convenient speed, sail and proceed to Havre or Bordeaux, as ordered on signment of this charter-party, having liberty to take cargo of coals to the port to which she is ordered, for owners' benefit, or so near thereunto as she may safely get, and then load from the factors of the said merchant a full and complete cargo of merchandise, consisting of not less than 900 tons, owners having liberty to fill up for their benefit should merchant not give full cargo, not exceeding what she can reasonably stow and carry over and above her tackle, apparel, provisions, and furniture; and being so loaded, shall therewith proceed to Havana, Nassau, or Bermuda, as ordered on sailing, and thence to proceed in a port of America, and to run the blockade if so ordered by freighters, and to sail for such final port of discharge within 10 days, if practicable, after receiving such orders, which are to be given immediately on arrival, or so near thereunto as she may safely get, and deliver the same, on being paid freight, as follows: Forty dollars per ton, of 20 cwt. weight, or measurement of 40 feet, at owners' option, with ten per cent. primage, the master to report himself at Havana for
216 orders to Messrs. Morales & Co., and if at Nassau or Bermuda to such parties as shall be notified on sailing, in full of all port charges, dues, and pilotage, (the act of God, the Queen's enemies, restraint of princes and rulers, fire, and all and every other dangers and accidents of the seas, rivers, and navigation, of what nature and kind soever, during the said voyage, always excepted,) the freight to be paid on unloading and right delivery of the cargo in cash; the owner having an absolute lien on the cargo for freight and demurrage. Fourteen working days are to be allowed the said merchant (if the ship is not sooner dispatched) for loading the ship, and cargo to be taken out at port discharge as fast as the ship can deliver; the vessel to be consigned at port of discharge to freighters, agent paying usual address; commission, 5 per cent. at Bordeaux, paying 2 per cent. commission, and fourteen days on demurrage over and above the said laying days at thirty pounds per day. Penalty for non-performance of this agreement, estimated amount of freight. The brokerage is at five per cent. by the ship on the amount of freight, primage, and demurrage, and is due (on the signment of this agreement) to Pilkington Brothers, by whom or whose agent the ship is to be reported at ports of loading or discharge.

(Signed) Z. C. PEARSON & CO.
" J. SOUBRY.

Witness to the signature of both parties—
HENRY OPPENHEIM.

It is understood that the steamer is not at present insured against war risks, and the owners agree not to cover more than half her value, say £20,000, against war risk. The charterers to have liberty to send out a supercargo free of cargo or passage money.

Comme agent des chargeurs.

(Signed) J. SOUBRY.
(Signed) Z. C. P. & CO.

217 *Bordereau d'affretement.*

Arrete a fret de Mr. Bouvet, jeune, d'ordre et pour compte de Mr. J. Soubry, a bord du navire a vapeur Anglais Circassian de Cap'ne Edw. Hunter, allant a Nassau, Bermuda, or La Havane, la quantité cinquante a soixante a'ny tonneaux lourds on legers, a raison de quarante dollars par tonneau lourd, par tonneau leger, & de plus de dix pour cent d'avarie et chapeau.

La marchandise devra etre rendue a bord pour tous delai le lendemain de la notification faite par le courtier d'au on a charger sous peine de tout dommages et de perdre la place a bord sans avoir recours aux voies judiciaires pour constater la mise en demeure pour non execution du present engagement.

Mr. J. Soubry s'engage a executer la charte-partie d'affretement c'est a dire qu'la marchandise ne pourra etre de'barquée qu'on port de New Orleans j'a cet effet il s'engage a forcer le blocus, pour compt & avec autorisation de J. Soubry.

(Signe) LAIBERT, *Neveu.*

BORDEAUX, *le* 15 *Fevrier*, 1862.

Remis pareil bordereau aux parties l'ont agréé.

P. DESBORDES.

EUGENE BOUVET, *Adm. de Bouvet, jeune.*

218 [Translation.]

Memorandum of affreightment.

Taken on freight of Mr. Bouvet, jeune, by order and for account of Mr. J. Soubry, on board of the British steamer Circassian, Captain Hunter, bound to Nassau, Bermuda, or Havana, the quantity of fifty or sixty-five tons, heavy or light, at the rate of forty dollars per ton for the heavy and the light, besides ten per cent. average and primage.

The merchandise must be put on board, including all delay, the day after notice, given by the broker having in charge the loading, under the penalty of all damages and the loss of the place on board, without recourse to judicial measures to prove the suit for non-execution of the present engagement.

Mr. J. Soubry engages to execute the charter-party of affreightment; that is to say, that the merchandise shall not be disembarked but at the port of New Orleans, and to this effect he engages to force the blockade, for account and with authority of J. Soubry.

(Signed) LAIBERT, *Neveu.*

BORDEAUX, *the 15th February*, 1862.

Sent a similar memorandum to the parties concerned.

P. DESBORDES.

EUGENE BOUVET, *Adm. of Bouvet, jeune.*

219 BORDEAUX, 2 *Avril*, 1862.

MON CHER NORES: Je vous confirme mes diverses lettres du mois passé dont ce steamer vous porte les 2 tas, lesquels serout trouvé par vous dans l'endroit indique, n'ayant pas vouler les confier a personne de crainte qu'ils ne soient égarés on escamotés. J'ai remis au Cap'n Edw. Hunter une introduction auprés de vous, je le crois un homme comme il faut et pendant sur sejour dans votre ville je vous engage a lui offrir l'hospitalité chez moi on chez vous.

Votre lettre en retard 25 Janvier dr. me parvient ce matui par la voie de la Havane et sous le rapport commercial elle est assez triste. J'attend toujours la traite égarée de J. H. Eimer & Co., de F. 12,500. No. 16736 sur Durillier & Co., a Paris, echne le 25th Janvier dr.

Le marriage de Ried dans les circumstances actuellas me surprend beaucoup, n'ayant de lui aucurre notice officielle a cet egard, je suppose il a fait un choix convenable et fais des voeux pour son bonheur.

J'ai appris avec plaisir que mes proprietés etaient in good order et que mes esclaves en parfaite santé ne m'avaient pas oublié. Je vous assure que je pense souvent á ces etres pour lesquels le monde entier deviature aussi bien nos actions que nos sentiments.

J'approuve que vous ayez donne l'usage de ma maison et de mes domestiques á Davis, sa femme la charmante Mathilde n'a pas daigné m'ecrire un mot depuis que je suis en France et meme dans les
220 rares lettres écrites à sa mère, c'est à peine si lou a mentionné mon individu. Si Mathilde a contre moi une rancune dont je ne puis guères m'expliguer la cause, elle ne derrait pas oublier que j'ai éte pour les siens et pour elle surtout quelqu utilité, et que dans beaucomp d'occasions ma propre fille n'aurait pas eu de moi des soins et des proceédés meilleurs que ceux dont j'ai usé à sou égard. Elle n'aurait jamais du perdre de me qu'a une epoque de sa vie, j'ai eu beaucoup de tracas avec sa mére que je croyais injuste a son egard et qu'enfin c'est souvent en la defendant que j'ai en du trouble dans mon ménage L'ingratitude la plus pénible est celle que nous vient de nos enfans, on de ceux que nous avous traites et considérés comme tels !

Quant à Charley c'est autre chose, celui la je ne l'ai pas gâté et ne me suis meme serieusement occupé de lui que lorsqu'il a mis le pied au bureaux. Je dois avoner que malgre le peu d'attention portée pour lui, il m'a paru avoir un peu de reconnoisance et si je ne me trompe pas, je le crois susceptible de reconnaitre ce qu'on pent faire pour lui on pour les siens.

J'ai assez souvent des nouvelles des artistes musicians, Thomas et Ernest, qui a ce qu'il parait progressent en santé et en intelligence. Je leur ai fait quitter la musique, qui n'etail pas dans leur vocation, et ai refusé unmaitre à danser, l'etat actuel des choses n'etant pas dutont à la danse.

Ja commandé pour nous 2 douzaines de chemises, suivant vos in-
221 dications et vous les apporterai a mon retour qui s'effectuera Dieu seul soit quand !

Les avis politiques des E. U. via N. York, sont bien lugubres et s'il faut croire tout ce qui s'y imprime, il y à de quoi fremir en voyant les proportions prises par la guerre civil. Je ne puis vous exprimer ici comme il commendait toutes les inquietudes, toutes les craintes que nous inspirent votre situation et combien il me tarde, trés cher ami, de vous retrouver sain et sauf vous et tous cieux que j'aime dans cette N'ell Orleans, que menace de tous cotés milles dangers.

Adieu, tout a vous,

P. E. B.

J'ai vu hier votre Edward qui se porte trés bien, ainsi que sa mére.

222 [Translation.]

BORDEAUX, 2*nd April*, 1862.

MY DEAR NORÉS: I confirm my several letters of last month, of which this steamer takes the duplicates, which you will find at the place indicated, not wishing to confide them to any person for fear they may go astray or be pilfered. I have given Capt. Edward Hunter a letter of introduction to you. I believe him to be a clever man, and during his stay in your city I beg that you will extend to him the hospitalities of my house or your own.

Your missing letter, of the 25 January last, reached me this morning via Havana, and, as regards its commercial intelligence, is very sorrowful. I am still waiting for the missing draft of J. H. Eimer & Co. for F. 12,500, No. 16736, on Duviller & Co., of Paris, and dated the 25 January last.

The marriage of Reid, under existing circumstances, surprises me greatly, having received no official news from him respecting it. I suppose he has made a suitable choice, and offers many prayers for his happiness.

I have learned, with great pleasure, of the good condition of my property, and that my servants were in good health and had not forgotten me. I can assure you that I often think of these beings, for whom the whole world renders our actions, as well as our sentiments, unnatural. I approve of your having given the use of my
223 house and servants to Mr. Davis. His wife, the charming Matilda, has not deigned to write me a single word since I have been in France, and even in the letters written to her mother, which are very rare, my name is seldom mentioned.

If Matilda has any grudge against me, and for which I can assign no cause, she should not forget that I have been of great service to her relatives, and to herself in particular, and in many instances my own daughter would not have been the recipient of more care and attention than she has received from me. She ought not to have forgotten that at one period of her life I had many altercations with her mother, whom I considered acted unjustly towards her, and often in defending

her I have had trouble in my household. The most painful ingratitude is that which is shown us by our children, or by those whom we have always considered and treated as such!

As regards Charley, that is another affair. *He* I never spoiled, or seriously occupied myself about him until he was taken into the counting room.

I must confess that although little attention was paid him, he seemed to me to have a little gratitude; and if I am not mistaken, I believe that he would be grateful for what might be done for him or his relatives.

I often hear from the musical artistes, Thomas & Ernest, who are progressing well in health and intelligence. I have discon-
224 tinued their music, which was not a part of their vocation, and have declined giving them a dancing-master, the actual state of affairs not being of a dancing turn.

I have ordered 2 dozen shirts for you, according to directions, and will bring them to you when I return, which will take place God only knows when.

The political news from the U. S., *via* New York, is doleful enough, and if we must believe all that is seen in print, it is enough to make one shudder to see the proportions which the civil war is taking.

I cannot express to you here all the uneasiness and fears with which your situation inspires me, and how I long, my dear friend, to find you and all whom I love in New Orleans safe and sound, although threatened on all sides by a thousand dangers.

Adieu, all for you,

P. E. B.

I yesterday saw your Edward, who is well; also his mother.

225 BORDEAUX, *le* 13 *Mars*, 1862.

Messieurs A. CARRIERE & Co., *New Orleans:*

MESSIEURS ET AMIS: Nous avons a vous accuser reception de vos lettres de 20 D'bre 15 et 21 Janvier auquelles nous avons le plaisir de repondre. Nous commençons par vous accuser reception.

1ª. Du c'te de vente p'el de m'ises par Cotton Planter, laissant un net produit de $34,598 20, v'rs 28 Sep'bre 1861, lorsque le solde de ce compte sera realisé, le resultat sera tout a fait satisfaisant; il nous en faudrait quelques un comme cela pour reparer le temps perdu.

2°. De notre c'te c't chez vous arreté au 30 D'bre et soldant en votre faveur par $115,799 50, les deux comptes sont a l'examin: nous vous dirons plustard s'ils ont été trouvés exacts.

3d. Enfin de votre remise de £200, sur Baring Brothers, pour la quelle vous avez été credites au change de f. 5.15, moins 3 jours á deduire de F. 5,028.95 v'r 28 Fevrier.

Nous notons ce que vous nous dites au sujet de nos produits, c'est a dire que le jour on vos difficultes politiques seront terminees, il vous faudra de nombreu approrisionnements et nous ne le perdrous pas de vue soyez en sur; seulment il fait pourvoir agir avec securité. Nous alons avoir ici, un steamer Anglais qui va prendre 1,000 t'eaux pour

votre port, il n'y aura quères que 150 t'eaux vin on eau de vie, le reste du chargement se composerai d'articles de Paris, café, conserves, &c. Ce steamer doit chercher a forcer le blocus. Le frét est de $40 et 10% par t'eaux et les C'ies. Anglaises ont assurée le risque de guerre et de mer, d'abord á 15%, puis *a* 20%, et maintenant elles
226 veulent 25%. Nous ne mettons rien a bord parceque, a notre avis, cette affaire a été mal dirigée, au lieu de la tenir secrete, elle a été ebruitée à Paris, à Londres et à Bordeaux, evidemment le gouvernment Americain est au courant de tous ses details et si ce steamer de commerce entre, c'est que le commandant du blocus vondra bien fermer les yeux, dans le cas contraire, il sera pris, or nous ne pas de chance d'assez gros benefices pour nous engager a profiter de cette occasion.

Vous parlez d'un navire de guerre Francais qui devrait allen a Norfolk chaque mois, et vous nous dites que nous pouvons profiter de cette voie pour vous ecrire—le commerce n'ayant pas reçu aucun avis a cet egard, nous continuerons a vous envoyer notre correspondence par la Havane.

Les d'ers avis recus des Etats-Unis ont annonce qu'el avaient obtenu des succes assez serieux dans le Kentucky et le Tennessee: c'est il tres exact, nous n'en savons rien, mais toujours est il que cela agit sur l'opinion general en Europe, et que l'on est porté a croire que vos dissensions n'auront pas une longue duree. Les cotons surtout s'en sont resortis d'une maniere facheuse: le Louisiana bas valait la semaine derniere f.158: il est de'laine augmod hui a F. 140. Nous ne pouvons que vous confirmer a l'egard de cette article ce que nous vous avons dit precedemment et nous vous le confirmons en tous points, nous èsperons que des l'ouverture de vos ports, vous pourrez nous diriger quelques bons lots dans les conditions convenables.

Rien de nouveau sur les merrains: nous faisons quelques petites ventes, mais sans importance, tontefois nous persons que si
227 nous echappons aux gelées et que la recolte se presente assez bien, nous devrons avair d'assez grandes affaires les fréts elevés arreteront les renforts qui pourvait en venir de chez vous, et comme a N. York, les prix devront être elevés, nous supposons et nous espérons qu'il nous viendra peu de choses de ce Coté. Nous en avons besoin pour en finir avec nos anciens stocks, n'oubliez pas que les sortes que nous seront les plus utiles et que seront les plus recherches seront les boncants, les pipes et les B'ils aux quels les Barres ne font pas la concurrence.

Nous venous maintenant vous à cheminer sous ce pli

1°. L'extrait de votre cte. ct. chez vous arreté au 30 Juin, et soldant en notre faveur par F. 436,268 07.

2n. L'extrait de votre cte. ct. chez vous arreté au 30 Júin et présentant en notre faveur un solde de F. 235,203 26 c. dont vous avez été debités a nouveau. Aussitot que les communications seront ouvertes, nous vous enverrons les c'tes de vente et les reçus a l'appui de ces documents; jusqua la, il vaut mieux que nous les gardions ici, voici une lettre de Jules, recue apres le depart de Mr. Carriere, voici également une lettre de Mme. Jacqueline: puis en fin de ne pas don-

ner trop d'embarras a nos amis de la Havane, nous vous remettons un pli pour Bruquier, et un autre pour Mr. Denegre.

Rien de nouveau sur nous produits: malgres la nullité des transactions, il restent fort chers: les eau-de-vie les meilleur Marché sont les Rochelle, et cependant les signette valent f. 250 l'hectolitre, et vous surez que leur seul debouche sont les Etats-Unis du
228 Nord, qui ne demanderont a peu-pres rien.

Sans autre chose à vous communiquer.

Nous vous saluons, Messieurs, et ami affectuosem't,

MARTIGNE & BIGOURDAN.

229 [Translation.]

BORDEAUX, 13 *March*, 1862.

Messieurs A. CARRIERE & Co., *New Orleans:*

GENTLEMEN AND FRIENDS: We have to acknowledge the receipt of your letters of the 20 December, 15 and 21st January, to which we have the pleasure to reply.

We commence by acknowledging receipt—

1st. Of partial account sales of merchandise per "Cotton Planter," showing a nett profit of $34,598 20 due the 28th September, 1861. When the proceeds of this account are realized the result will be very satisfactory. It would be necessary for us to have several such to make up for the time lost.

2nd. Of our account current with you, made up to the 30th December, and showing a balance in your favor of $115,799 51. Both accounts are under examination, and we will in due time notify you if they have been found correct.

3d. Your remittance of £200 on Baring Brothers, for which you have been credited at the rate of exchange of fc. 5.15c, less 3 days, to be deducted on F. 5,028 95 due 28 February.

We note what you say in regard to our products; that is to say, that when your political troubles are terminated, you will require large quantities of supplies, and rest assured that we will not lose sight of this fact, only it will be necessary to act with security. We are going to have a British steamer here, which will take
230 1,000 tons cargo for your port; there will be only about 150 tons wine and brandy. The rest of the cargo will consist of articles from Paris, coffee, preserved meats, &c. This steamer will endeavour to force the blockade. The freight is $40 and 10 p. c. per ton; and the British insurance companies have insured against the marine and war risks at 15 p. c. and 20 p. c., and at present they are charging 25 p. c. We have shipped nothing by this vessel, because, according to our judgement, this affair has been badly managed. Instead of keeping it a secret, it has been announced in Paris, London, and Bordeaux. Of course, the American government is well informed as to all its details; and if this merchant steamer enters your port, it must be because the commanding officer of the blockading squadron closes his eyes; but if to the contrary, she must

be captured, and we see no prospect of sufficient gain to warrant our taking advantage of this opportunity.

You speak of a French vessel-of-war which it is said will go to Norfolk monthly, and you tell us to take advantage of that conveyance to write you. The commercial community having received no information on this subject, we will continue to send our correspondence via Havana.

The last advices from the United States are to the effect that the government has gained important advantages in Kentucky and Tennessee. Is this very correct? for we have no reliable information, and these reports have their influence on public opinion in Europe, and are likely to create the impression that your dissensions will not be of long continuance.

231 The cotton market has declined seriously.

The lower grades of Louisiana were worth last week, f. 158, and to-day they are worth only f'cs 140. In regard to this article we can only confirm what we have previously said to you about it. We hope that when your ports are open you will be able to send us some good lots upon favorable terms.

Nothing new about staves; our sales are small and of no importance; but if we escape the cold weather and the crop is good, we ought to do a large business. The high rates of freight will stop shipments from your port; and as prices in New York must be high, we expect but little from that quarter. We are in want of some to enable us to dispose of our old stock, and the kinds mostly needed are hogshead, pipe, and barrel staves, which will not meet with opposition.

We now hand you under cover—

1st. Extract of your account current with us, made up to the 30th June, and showing the sum of F. 436,268 07c. in our favor.

2nd. Extract of your account current with us, made up to the 30th June, and showing the sum of F. 235,203 86c. in our favor, and with which we have debited your new account. As soon as communication is opened we will send you the account sales and corresponding vouchers, but until this takes place, we think it advisable not to send them.

232 Enclosed herewith we send a letter from Inles, which we received after the departure of Mr. Carriere, also one for Madam Jacquelin; and as we do not wish to trouble our friends in Havana, we also enclose you a dispatch for Bruquier and one for Mr. Denigre.

Nothing new in regard to our products; and notwithstanding the limited sales, the prices are still very high.

The cheapest brandies are the Rochelle; while the Signette are worth f. 250 per hectolitre, and you are aware that the principal market for the sale of them is the United States of the north, which will require scarcely any.

With nothing further to communicate, we salute you, gentlemen and friends, affectionately.

MARTIGNE & BIGOURDAN.

233 3 *Enclosures.*

YORK STREET FLAX-SPINNING COMPANY, BELFAST,
Belfast, 6th March, 1862.

Messrs. RUNGE, BALBIANI & Co., *Havana:*

DEAR SIRS: We enclose invoice for Messrs. O. B. Graham & Co., New Orleans, which, to avoid accidents, we have addressed to you. We also enclose an invoice with blank heading, which please fill up to Messrs. O. B. Graham & Co., and forward with the goods. The b. lad. has also been made out in your favor; please endorse it over to Messrs O. B. Graham & Co., and see that it secures us fully, and send it with the invoice.

We take it for granted that the "Circassian," by which we send this, will proceed to New Orleans with her freight.

We are, dear sirs, yours truly,
YORK STEET FLAX-SPINNING CO.
R. H. READE.

234

235 Per "Circassian," via Havana.

YORK STREET FLAX-SPINNING COMPANY, BELFAST,
Belfast, 6th March, 1862.

Messrs. O. B. GRAHAM & Co.:

D'R SIRS: We have forwarded by this conveyance, [A] §1732—7, 6 cases. Invoice and b. lad. sent Messrs. Runge, Balbiani & Co. with instructions to forward to you.

We are, dear sirs, yours truly,
YORK STREET FLAX-SPINNING CO.
R. H. READE.

236 YORK STREET MILLS.
Belfast, 28th Feb'y, 1862.

Bought of York Street Flax-Spinning Co.; shipped from Bordeaux p. str. Circassian.

[A]§ 1732	3	50	Pieces 7/8 linen checkers, round 12.....		1034¼	6*d.*	.....		25 17 3
1733	3	50	" " " " " "		1033¾	"	.....		25 16 10
1734	41	30	Pieces 33/34 light linen, medfd. 12 & 14 +..		720	7½	.....		21 15 0
1735	4	30	" " " " " 12 & 14		720	"	.....		21 15 0
1736	51	50	Dozen 5/8 cambric hkfs. 14.....		c	2 7	6 9 2		
	52	50	" " " " "		"	"	6 9 2		
	61	50	" " " " 15		"	2 9	6 17 6		
	62	50	" " " " "		"	"	6 17 6		
									26 13 4
			Fronts, Collar, Cuffs,						
1737 G	3-15	2 6-12	Doz. cotton shirts, plain, turn over, & gaunt.	.....		43 6	5 8 9		
"	3-15	2 6-12	" " " " standing "	.....		"	5 8 9		
"	3-16	1 6-12	" " " " turn over "	.....		"	3 5 3		
"	3-16	1 6-12	" " " " standing "	.....		"	3 5 3		
"	3-17	1	" " " " turn over "	.....		"	2 3 6		
"	3-17	1	" " " " standing "	.....		"	2 3 6		
E	3-15	5	" " " " turn over "	.....		40 6	10 2 6		
"	3-15	5	" " " " standing "	.....		"	10 2 6		
"	3-16	3	" " " " turn over "	.....		"	6 1 6		
"	3-16	3	" " " " standing "	.....		"	6 1 6		
"	3-17	2	" " " " turn over "	.....		"	4 1 0		
"	3-17	2	" " " " standing "	.....		"	4 1 0		
									62 5 0
G	3-15	1-12	" " " " standing "	.....		43 6			
	3-16	1-12	" " " " turn over "	.....		"	10 10		
	3-17	1-12	" " " " standing "	.....		"			
E	3-15	1-12	" " " " turn over "	.....		40 6	10 01		
	3-16	1-12	" " " " standing "	.....					
	3-17	1-12	" " " " turn over "	.....					1 0 11
			1 tin case	.....	.....	.....	10 6		
			1 " " sample	.....	.....	.....	1 6		
			6 cases *a* 3¼.....	.....	.....	.....	18 0		
									1 10 0
									186 13 4
			Discount 2½ p. c. off £185 3 4.....	.....	...	...	.....		4 12 7
									182 0 9
			Freight, 45s.; and insurance to Bordeax £200 *a* 34 p. c., 6s. 8d.....				2 11 8		
			Cartage, shipping charges, and dock dues.....				18 0		
			Customs stamps, 1s. 6d.; bill lading, 3s.....				4 6		
									3 14 2
									£185 14 11

237 Je, E. Hunter, capitaine du steamer Circassian, maintenant a Bordeaux, en charge pour la Havane, pour ordres, reconnais avoir recu et charge dans mondit steamer et sous son franc tillac, de M ——— York Street Flax-Spinning Co. :

[A] 1732 $1737 6 six cases linen goods } detail on the back,
Samp 1737 do. do. }

DETAIL.

[A] 1732	50 ps.	7–8	linen checkers.
" 1733	50 "	"	do.	do.
" 1734	30 "	33-34	light linen.
" 1735	30 "	"	do.	do.
" 1736	200 doz.	5–8	camb. hkfs.

le tout sec et bien conditionne, marquet numerote comme dessus, lesquellas marchandises je m'engage a porter dans mon steamer (sans les risques en perils de la mer, des machines en chaudierer a vaveur et tous autres cas de force majeure) audit lieu de la Havane, pour y recevoir des ordres pour la destination ulterieure de mondit steamer, et la, les delivrer a Mr.

[A] 1537	10 doz.	cotton	shirts.	——— ——— ordre, en me payant mon fret suivant les termes de ma charte-partie qui fait loi supreme en ce qui concerne l'expedition dudit steamer, ordres a recevoir et destination finale.
" 1737	20 "	do.	do.	
Samp 1737	06-12 "	do.	do.	

Et, pour cet effet, je m'engage corps et bien avec mondit steamer, fret et apparaux d'icelui, et foi de quoi j'ai signe 4 connaisements d'un meme teneur, dont l'un accompli en les 3 autres de nulle valeur.

BORDEAUX, *le* 29 *Mars*, 1862.

Contents uuknown ; tonnage to be settled at port of destination.

EDWARD HUNTER.

[Translation.]

238 I, E. Hunter, master of the steamer Circassian, now in the port of Bordeaux, and loading for the port of Havana for orders, do hereby acknowledge having received on board of my said steamer from M ———, York Street Flax-Spinning Co.—

[A] 1732 $1737 6 six cases linen goods } detail on the back,
Samp 1737 do. do. }

DETAIL.

[A] 1732	50 ps.	7-8	linen	checkers.
" 1733	50 "	"	do.	do.
" 1734	30 "	33-34	light	linen.
" 1735	30 "	"	do.	do.
" 1736	200 doz.	5-8	camb.	hkfs.
" 1737	10 doz.		cotton	shirts.
" 1737	20 "		do.	do.
Samp 1737	06-12 "		do.	do.

all in good order and well conditioned, marked and numbered as in the per margin ; which said merchandise I promise to convey in my said steamer (the dangers of the seas, machinery, and all other unavoidable accidents excepted) to the said port of Havana, there to receive orders for the final destination of my said steamer, and there to deliver the same to Mr. ——— ——— order, he or they paying me freight in accordance with the terms of my charter-party, which is to be considered the supreme law as regards the voyage of said steamer, the orders to be received for her and her final destination.

In witness whereof, I have signed four bills of lading, all of the same tenor, one of which being accomplished, the other three will remain void and of no value.

BORDEAUX, 29*th March*, 1862.

Contents unknown ; tonnage to be settled at port of destination.

EDWARD HUNTER.

239 *Extracts from log of steamer Circasian, Edward Hunter, master*

VOYAGE FROM LONDON TO CARDIFF.

Monday, Feb. 10th, 1862.

9 a. m. Hauled out of the commercial docks.
11.30 a. m. Stopped at Gravesend for pilot. Mr. Cooper came on board; took charge.
1 p. m. Brought up off Sea Beach in 6 fms. and veered to 15 fms. in the hawse.
3 p. m. Up anchor and proceeded down the river.
5.30 p. m. Brought in 7½ fms. and veered to 45 in the hawse. Mouge light bg. N.

Tuesday.

6 a. m. Hove short.
7 a. m. Up anchor and proceeded.
9 a. m. Passed the North Foreland.
11.30 a. m. Passed the South Foreland.
12 a. m. Off Dover. Mr. Cooper left the ship.

Friday, Feb. 14.

6 a. m. Mr. Richards, pilot, came on board.
6.30 a. m. Up anchor and steamed for the docks.
8 a. m Hauled in to the East Bute dock.
2 p. m. Move out of the basin and proceeded to No. 9 Coal Lip.
6 p. m. Commenced discharging ballast and taking in coal.

240 VOYAGE FROM CARDIFFE TO BORDEAUX.

Wednesday, 19th February.

9 a. m. Hauled out of the Bute docks, Mr. Richards, pilot, in charge, and proceeded down the channel.
12 30 p. m. Off Ilfracombe.
1.30 p. m. Stopped and Mr. Richards left the ship.
4 p. m Lunday island abeam.
10 p. m. Trevose Head S.E. he E.

Saturday, 22nd February.

3.30 a. m. Sighted the Longship's light and Lizard's lights.
4 a. m. Saw Falmouth harbor light.
5 a. m. Took Falmouth pilot on board. Anchored in Falmouth harbor.

Suuday, 2d March.

Wind decreasing, with fine weather.
6 a. m. Hove up port anchor.
10 a. m. Up anchor and steamed out of the harbor.

Tuesday, 4th March, 1862.

10 a. m. Anchored off Rouen in 5½ f'ms, and veered to 30 f'ms in the hawse.

April 8th, 1862.

At anchor in Ponillac.
9 a. m. Up anchor, and proceeded down the river. Mod. W.NW. winds; fine.

241 VOYAGE FROM BORDEAUX TO HAVANA.

April 8th, 1862.

Off Rouen. Sea-pilot came on board and took charge.
3 p. m. Sea-pilot left the ship.

Saturday, April 26th, 1862.

In St. Thomas harbor. 5 a. m. Hauled in to the coal-wharf and commenced taking in coal.

Sunday, April 27th.

Laborers employed taking in coal.

Monday, April 28th.

Not having sufficient water alongside wharf, hauled out and finished remainder of coal from lighters.
12 m. Up anchor, and cast off from the buoys.
1 p. m. Steamed out of the harbor.
2. Full speed, and passed the fort.

Friday, May 2nd, 1862.

Light winds, and cloudy.
1.45 a. m. Matanillos light bore south ; distance about 12 miles.
3.45 a. m. The steamer touched upon the Bahama Bank in lat. 22.10 N., long. 77.21 W.; turned astern full speed, but could not move her ; run a 6-in. hawser out on starboard quarter, and hove taut ; at 10 a m., h. w., went full speed astern, but to no purpose, and finding the ship would not come off, commenced to throw cargo overboard to lighten the ship against next tide. 6 p. m. Having thrown
242 550 to 600 bags of coffee overboard, at 9 p. m. went astern full

speed; at 9.45 the ship floated off, we being obliged to slip the hawser, thereby losing hawser and kedge anchor. Sounded the pumps, and found the ship to be making no water. The ship been set by currents N. by W. ½ W. at the rate of 4 miles per hour.

Saturday, May 3d, 1862.

Light airs and fine. 6. Turned ahead full speed; light airs, and fine. No later entries on log.

243 District court of the United States, southern district of Florida.

I, George D. Allen, clerk of the district court of the United States for the southern district of Florida, do hereby certify that the preceding two hundred and forty-two pages contain a true transcript of record of the said court in the cause of The United States *vs.* The British steamship Circassian and cargo, Hunter, master and claimant, prize, lately adjudicated in said court, an appeal from the final decree thereof having been taken to the Supreme Court of the United States.

In testimony whereof, I hereunto subscribe my name and affix the seal of the district court of the United States for the southern district of Florida, at Key West, this eleventh day of No-
[SEAL.] vember, in the year of our Lord one thousand eight hundred and sixty-two, and of the independence of the United States the eighty-seventh.

GEORGE D. ALLEN, *Clerk.*

Filed December 6, 1862.